

EXCLUSIVE: READERS' Q&A:

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ JUNE 10 2021 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

Derek Daly



The Irishman tackles the posers from the Motorsport News readers p20

Mexican holds his nerve on the streets of Baku to pick up the pieces as title chasers face disaster

PEREZ SURVIVES THE CHAOS TO OPEN HIS RED BULL VICTORY ACCOUNT



Hamilton locks up and loses potential podium



Perez took second F1 win

By Matt James

Azerbaijan Grand Prix winner Sergio Perez feared that his Red Bull-Honda would fail on the final lap of the restarted race as an hydraulic problem struck his Honda-powered car.

The Mexican inherited the lead when team-mate Max Verstappen, who had led the event from lap 18 and was steering a course to victory, suffered a tyre failure, which pitched him into the wall.

Perez fended off Lewis Hamilton during a two-lap restart dash to the flag as the Mercedes man slithered off the circuit at Turn 1. Hamilton recovered to 15th.

Perez said he was fearful that his machine would have ground to a halt before the end.

"We were close to retiring the car, but luckily we managed to finish the race. And really, it was quite difficult all the way until the end," said the relieved winner.

Red Bull boss Christian Horner added: "We were really concerned that the car wouldn't get to the end of the race, which is why he stopped after the chequered flag."

"You thought that we could only lose when they got the restart, but thankfully it all worked out tremendously well, and Sergio did a great, great job."

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THE VOICE OF BRITISH MOTORSPORT
**MOTORSPORT
NEWS**

WRC

OGIER CONSOLIDATES WRC LEAD WITH WIN



Champion stretches his WRC lead in Sardinia p28

FEATURE

THE CHANGING FACE OF NATIONAL HOT RODS



John Christie's new Lotus position p14

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COMMENT



Perez (left) kept his head in Azerbaijan while others struggled to tame the streets

CURVEBALL HITS THE MASTERS

The streets of Baku are unforgiving, and they generally throw up excellent grands prix, which they delivered again on Sunday. It was hard not to feel sorry for Max Verstappen, who had what would have been a well-earned victory snatched from him when his left-rear Pirelli failed.

That should have given Lewis Hamilton the perfect chance to snatch back the lead of the World championship, but the maestro erred too when he locked up at the frenetic two-lap restart and slid straight on at the opening turn.

Through all of the mayhem came Red Bull-Honda's second driver Sergio Perez to land his second Formula 1 career victory, proving the worth of the Milton Keynes team's decision to opt for a more sensible head in the second seat rather than taking a punt on a product of its young driver programme.

Even before the drama had unfolded, Mercedes looked like a beaten team in Azerbaijan. Red Bull dominated the race and Verstappen looked set to record its third win from the six grands prix so far this season to bring the honours even with Hamilton and Mercedes. Hamilton has previously expressed that he wants to work hard for his record-breaking eighth title. His wish, it seems, has come true.

Talking of dreams come true, the incumbent of our readers' question-and-answer hotseat is Irishman Derek Daly. He spoke to Andy Hallbery and tells us of how he made it to the top with some help from a stint working in a mineshaft and overcoming some huge shunts in what was a highly dangerous era of motor racing.

We have a raft of reports in this issue, kicking off with the lowdown from the British Rally Championship's return at Oulton Park on the Bank Holiday weekend. The single-venue event at Oulton Park, which was a combined event with the Motorsport News Circuit Rally Championship, proved a big success with the drivers and the fans, who had been starved of stage action for too long.

It proved that there is a huge appetite from the public to get back trackside. That will be reflected across all aspects of motorsport once the government's roadmap dictates that it can. Given the current fluid landscape, that could be pushed back by two weeks. While that is a minor inconvenience for those who want to head through the turnstiles, any delay will be a serious blow for venue operators. We sincerely hope that things run to the current timetable.

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Photo: Motorsport Images, Jakob Ebrey, Toyota Gazoo Racing

MOTORSPORT NEWS

ISSUE MJ3286 JUNE 10 2021

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Ogier consolidates WRC lead in Italy

FORMULA 1 REPORT: AZERBAIJAN

Photos: Motorsport Images



Perez took first Red Bull win after Hamilton's off (right)



PEREZ PICKS UP THE PIECES AS TITLE CHASERS FALTER IN BAKU

Trouble for Lewis and Max as F1 hits the streets in Azerbaijan. By **James Roberts**



Checo was in charge in Baku

It was a remarkable climax to the Azerbaijan Grand Prix, as the top two drivers in the World championship were both eliminated from the lead of the race. Both Max Verstappen and Lewis Hamilton left the streets of Baku last Sunday night with zero points. One because of a high-speed puncture and the other due to a braking issue.

Five laps from the chequered flag, Verstappen was set for a comfortable victory, having executed a brilliant drive from third on the grid. But heading to the line to start his 47th lap, he suffered a left-rear blow out that instantly speared his Red Bull into the wall at speeds approaching 200mph. After he had safety extricated himself from the car, he walked around to look at the mangled Pirelli rubber that had so cruelly robbed him of victory and kicked the tyre in anger. It was the second, sudden deflation on the start/finish straight of the race after Lance Stroll had suffered the same fate – also with the left-rear – which pitched his Aston Martin into the wall.

Following Verstappen's accident, the FIA took the sensible decision to red flag the race, which gave every team the chance to fit new tyres for what would be a two-lap shootout to the finish. As the field took their grid positions for the second restart of the day, Verstappen's team-mate Sergio Perez lined up on pole with Hamilton alongside on the front row.

During the red flag, Hamilton reminded his team on the radio that this was a

“marathon not a sprint,” and added “so we have to be measured in how aggressive we go”. After a troubled weekend for Mercedes, in which its pace was not as strong as Red Bull – but with his closest championship challenger eliminated – team boss Toto Wolff replied: “Absolutely agree, Lewis”.

Off the line, Hamilton launched himself past Perez in a gallant bid to snatch victory, but suddenly locked up and disappeared up the Turn 1 escape road. He knew afterwards he'd made a mistake because a brake balance switch (known within the team as the ‘brake magic’) was knocked on, causing him to sail on at the first corner with no rear brakes.

With Hamilton out of the equation, the road was clear for Perez to take his second career victory and his first for Red Bull. It had been an impressive performance from the Mexican, who could easily have won prior to the elimination of Verstappen and Hamilton.

Before his pitstop on lap 13, Perez had set the fastest lap that enabled him to leapfrog Hamilton into second place and which could have taken him in front of Verstappen. But his good work was undone when he overshot his marks coming into the pits and that added two seconds to the time he was stationary. Verstappen had also overtaken Hamilton through the pit sequence and was all set to lead Red Bull to their first 1-2 finish since 2016, until his puncture robbed him of victory.

“We went from the despair of losing the lead of the championship to actually keeping it and extending our lead in the constructors' points,” said Red Bull team boss Christian Horner of the crazy finish. “In addition we were nursing a hydraulic issue with Perez's car and we weren't sure he would finish the race...”

Standing either side of Perez on the podium were Sebastian Vettel (who won the fan vote driver of the day after gaining nine places from his 11th-place start) and AlphaTauri's Pierre Gasly. The Frenchman was passed and then repassed Ferrari's Charles Leclerc in the thrilling final three-lap dash-to-the-flag to claim his third place.

At the original start, Leclerc led the opening laps of the race after he'd secured pole position the previous day thanks to a handy tow on the long straight. No-one could beat his time in a chaotic qualifying that was red-flagged four times after numerous drivers hit the unforgiving concrete walls that line the streets of the Azerbaijani capital.

British driver Lando Norris picked up a three-place grid penalty for failing to pit immediately after one of the red flags in qualifying but made amends by finishing fifth from his ninth-place start. He dedicated the result to long-time McLaren shareholder Mansour Ojje, who passed away on Sunday morning. Norris finished ahead of sixth-placed Fernando Alonso who had begun the three-lap shootout 10th on the grid.



Tyre preservation helped Sebastian Vettel to second for Aston

F1 RESULTS

AZERBAIJAN GRAND PRIX
Laps: 51 Distance: 190.170 miles

	DRIVER	TEAM/CAR	TIME
1	Sergio Perez	Red Bull-Honda	2h13m36.410s
2	Sebastian Vettel	Aston Martin-Mercedes	+1.385s
3	Pierre Gasly	AlphaTauri-Honda	+2.762s
4	Charles Leclerc	Ferrari	+3.828s
5	Lando Norris	McLaren-Mercedes	+4.754s
6	Fernando Alonso	Alpine-Renault	+6.382s
7	Yuki Tsunoda	AlphaTauri-Honda	+6.624s
8	Carlos Sainz	Ferrari	+7.709s
9	Daniel Ricciardo	McLaren-Mercedes	+8.874s
10	Kimi Raikkonen	Alfa Romeo-Ferrari	+9.576s

11 Antonio Giovinazzi (Alfa Romeo-Ferrari) +10.254s; 12 Valtteri Bottas (Mercedes) +11.624s; 13 Mick Schumacher (Haas-Ferrari) +14.241s; 14 Nikita Mazepin (Haas-Ferrari) +14.315s; 15 Lewis Hamilton (Mercedes) +17.668s; 16 Nicholas Latifi (Williams-Mercedes) +42.379s; 17 George Russell (Williams-Mercedes) 48 laps/gearbox; 18 Max Verstappen (Red Bull-Honda) 45 laps/puncture; 19 Lance Stroll (Aston Martin-Mercedes) 29 laps/puncture; 20 Esteban Ocon (Alpine-Renault) 3 laps/engine. **Championship standings:** 1 Verstappen 105; 2 Hamilton 101; 3 Perez 69; 4 Norris 66; 5 Leclerc 52; 6 Bottas 47. **Constructors:** 1 Red Bull 174; 2 Mercedes 148; 3 Ferrari 94; 4 McLaren 92; 5 AlphaTauri 39; 6 Aston Martin 37.

Wolff feels the pain as Mercedes finishes outside the points

Mercedes team boss Toto Wolff has admitted the last two races have been his “toughest” as team principal.

The Brackley-based team has been off the pace compared to championship rival Red Bull and has lost podium finishes in both Monaco and Baku.

“It feels painful,” said Wolff after both his cars failed to score for the

first time since Austria 2018.

“We had a hand close to the trophy because Max [Verstappen] didn't score, but the emotion of frustration is overwhelming at the moment. We must bring our A game to fight for this championship.

“Our car was not there all weekend and operationally we need to perform

faultless and all of us haven't done that in the last two weekends. Most of us feel destroyed to be honest.”

Hamilton finished 15th in Baku after an error at the restart, while team-mate Valtteri Bottas struggled all weekend and could only manage 12th overall.

Vettel steers clear of tyre concerns to record a landmark result

Baku podium finisher Sebastian Vettel has called for an investigation into the two high-speed tyre failures that occurred during the Azerbaijan GP. Vettel's Aston Martin team-mate Lance Stroll crashed on lap 31 of the race when his left-rear suffered a puncture.

“I don't know why, but this is not

supposed to happen,” said second-placed Vettel, who scored Aston Martin's first-ever podium in Baku.

“There needs to be an investigation because it's probably the worst place of the year to have this and I was a bit concerned.”

Stroll started on the hard Pirelli tyre

and was running fourth when the incident occurred. A cut was also found afterwards on Hamilton's left-rear.

“The FIA, Pirelli and the teams will do a full investigation,” said race director Michael Masi. “We'll be gathering data and available footage, looking at what the cause of those [punctures] was.”



Max Verstappen crashed out at 200mph with a tyre failure

RACING NEWS

HAMILTON PLEDGES TO REGROUP AFTER A NIGHTMARE MISTAKE IN BAKU

World champion on the back foot as he throws away potential podium finish in Azerbaijan

Photo: Motorsport Images, Mike Hills Speed Images



Brit Hamilton let a chance slip away

By Matt James

World champion Lewis Hamilton has promised to regroup after a chaotic Azerbaijan Grand Prix during which he slithered down and escape road and failed to capitalise on a retirement from main rival Max Verstappen.

Hamilton accidentally knocked a brake bias switch in the cockpit of his Mercedes as the field approached the first corner of a two-lap restart of the race in Baku. Hamilton went straight on down an escape road and could only recover to finish 15th while Red Bull's Sergio Perez held on to win.

It was the second race in a row where Mercedes have struggled but a tyre failure for Max Verstappen late on in the event means that Hamilton is still only

four points adrift of his Dutch rival in the chase for this year's crown.

Hamilton explained: "[At the restart, Perez] pulled to the left and I moved to the left and I hit a switch unknowingly and it basically just switched off the rear brakes and only the fronts were working.

"It's really painful but I am really sorry to the team for this day. All I can do is try to rebuild. [On the] Second-to-last lap to lose out [is tough], but Max had bad luck also today. There is a long way to go."

Hamilton's team-mate Valtteri Bottas also struggled for pace and could only claim 12th spot. Perez's victory means that Mercedes and Red Bull have three victories apiece so far this season and Red Bull-Honda has a 26-point lead at the head of the constructors' battle.



Russell: wants a new deal

RUSSELL IS EAGER TO SORT OUT FORMULA 1 FUTURE

British star George Russell says that he is aiming to have his grand prix future sorted out by this year's Formula 1 summer break in August.

The Williams driver, who shone when he deputised for Lewis Hamilton at Mercedes during the Sakhir Grand Prix last December, says he has yet to open talks about 2022, but was keen to ink a deal shortly.

"I think, naturally, we all want something decided either way by the summer break, really," Russell told Autosport. "I think it's in everybody's best interests. But to be honest, I'm really not pushing the subject with anybody really – with Mercedes, with Williams. Because I am purely just focused on my job here.

"And I know that, as I've always said, if I perform to my potential [that I] believe I'm capable of, you're putting yourself in the shop window. I think that race in Bahrain gave me a unique opportunity to almost prove it. Whereas, prior to that, it was always a small unknown – because of the situation I found myself in [with Williams]."

KEY McLAREN BACKER MANSOUR OJJEH PASSES AWAY

Mansour Ojje, a major shareholder in McLaren and a figure in the team for almost 40 years, died aged 68 in the build-up to last weekend's Azerbaijan Grand Prix.

The Saudi businessman joined forces with Ron Dennis in 1984 and bought into the McLaren team, just

on the cusp of a huge period of success for the British squad. While Ojje was at the helm, McLaren had its most successful spell, including winning 15 out of 16 grands prix in 1988.

Ojje had stepped back from his direct involvement in McLaren after a double

lung transplant in 2013.

McLaren head Zak Brown said: "Mansour was a true racer in every sense. Ultra-competitive, determined, passionate and, above all, perhaps his defining characteristic: sporting. No matter the intensity of the battle,

Mansour always put sport first.

"Mansour was a titan of our sport, yet modest, unassuming and disarming to all he encountered. His easy manner, sharp wit and warm humour touched all those who were fortunate to know him."



McLaren backer: Ojje

MANTHEY CREW CLAIMS NURBURGRING 24 HOURS WIN

Porsche claimed victory in last weekend's Nurburgring 24 Hours, which was halted for 14 hours because of fog.

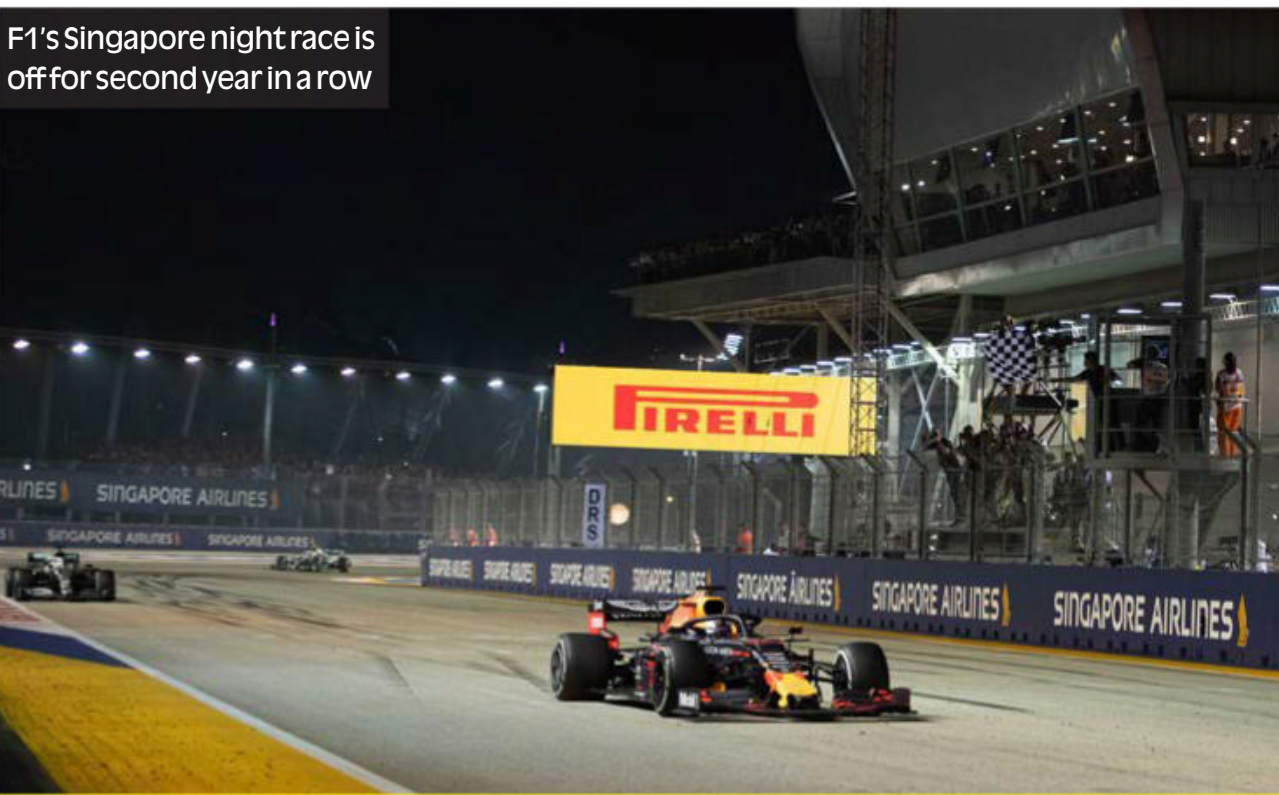
Kevin Estre, Michael Christensen and Matteo Cairoli took the Manthey-run Porsche 911 GT3 R to victory less than 10 seconds ahead of the Rowe Racing BMW machine crewed by Sheldon van der Linde, Connor de Phillippi, Marco Wittmann and Martin Tomczyk.

Fog shrouded the Eifel circuit in the night, which meant the race was red-flagged and drivers were left with what was effectively a three-hour sprint on Sunday and that began shortly before midday.

At the same event, Tiago Monteiro and Jean-Karl Vernay shared the honours in the opening races of the World TCR category on the Nordschleife. Monteiro won the reversed-grid race for Honda, while Vernay led home Hyundai team-mate Luca Engstler in race two in the new-for-2021 Elantra model after team orders to hold station.

"At some points I was lucky to have my team-mate with me so we could work together," said Vernay.

F1's Singapore night race is off for second year in a row



F1 LINE-UP TO BE TWEAKED AS SINGAPORE GP IS AXED

Formula 1 is looking at another reshuffle to the calendar for the latter part of the season as bosses of the Singapore Grand Prix have axed their event.

The race, which was due to take place in early October, is likely to be replaced. Options include a second race at Austin in the USA to make it back-to-

back grands prix in Texas, or possible other events in either China or Turkey.

Alongside Singapore, there are also question marks over the likelihood of the Japanese Grand Prix due to pandemic restrictions in the country.

Colin Syn, deputy chairman of the Singapore race, said:

"We understand that our fans were looking forward to another edition of the Singapore Grand Prix. To cancel the event for a second year is an incredibly difficult decision, but a necessary one in light of the prevailing restrictions for live events in Singapore."

HAWKINS HAS HIGH HOPES FOR BTCC RETURN AT SNETTERTON

Jessica Hawkins has targeted a top 10 finish on her return to the British Touring Car Championship at Snetterton this weekend in a Motorbase Performance Ford Focus.

Hawkins, who took part in a one-off in the BTCC last season at the wheel of a Power Maxed Racing Vauxhall Astra, will step into the car that was raced at the opening meeting at Thruxton by Andy Neate. Neate, who was involved in a first-corner accident in race two in Hampshire, has decided to sit out

the rounds in Norfolk but will return for the third meeting.

Hawkins, who is also due to contest the W Series this year, said: "I am thrilled to be back. The BTCC is where my heart lies and a huge thanks to Andy for this chance.

"I will have a bit more of an idea what to expect because I know the series from last year, so I want to be able to give a good account of myself and be knocking on the door of the top 10 in the races. It is a lot to ask, but I am ambitious."

● Jessica Hawkins column, page 34



Hawkins will return to the BTCC after a one-off in 2020, above

RACING NEWS

IN BRIEF

Mitchell to the US

Reigning British GT champion Sandy Mitchell raced in last weekend's GT World Challenge America races at Virginia in a TR3 Racing Lamborghini Huracan GT3, standing in for Giacomo Altoe who was competing at the Nurburgring. Mitchell ran competitively and took fastest lap in the opening race.

TF adds GT Open

Reigning British GT4 champion TF Sport has expanded its Aston Martin Vantage GT3 programme for 2021 with a two-round return to the International GT Open. GT4 America Pro-Am champions Michael Dinan and Robby Foley will make their series debuts with the Vantage at Spa later this month and then return for the Barcelona finale in October.

Middleton sprints

British Racing Drivers' Club Rising Star Stuart Middleton will complete the remainder of the Italian GT Sprint championship season leading Imperiale Racing's Pro-Am Lamborghini Huracan GT3 entry. Middleton was already competing for the team in Italian GT's Endurance championship and now adds three sprint events, starting last weekend at Misano.



Button's team back with GT3 McLaren after '20 pace

FLEWITT AND HANKEY GET BRITISH GT3 GRADUATION WITH TEAM ROCKET RJN

Reigning GT4 Pro-Am champions ink a three-race McLaren 720S deal with Button's team



Last year's GT4 Pro-Am champs Flewitt and Hankey make step-up

By Graham Keilloh

British GT's GT4 Pro-Am champions Mia Flewitt and Euan Hankey will make their GT3 debuts as a pair at this month's Silverstone 500 in a three-round Team Rocket RJN programme.

The team, which is co-owned by 2009 Formula 1 World champion Jenson Button, had a stunning British GT3 debut last year wherein drivers James Baldwin and Michael O'Brien challenged for the overall title in a McLaren 720S.

Flewitt and Hankey's 720S will now join Team Rocket

RJN's three McLaren 570S GT4 entries at the three-hour Silverstone race on June 26-27, and will also race at Spa-Francorchamps next month and at Donington Park's October season finale. The McLaren additionally is scheduled for two days' testing prior to Silverstone.

Flewitt stepped up to GT4 full-time last season after winning the Pure McLaren GT Series title in 2018 and '19 with McLaren factory driver Hankey as her driver coach. The duo last year with Balfé Motorsport scored an outright GT4 victory at Oulton Park's

British GT season-opening meeting on their way to a largely uncontested Pro-Am crown.

"I'm super excited," said Flewitt. "Stepping up from GT4 was always the plan for this season but it's been a challenging year so far to make it happen. I'm forever grateful to all who have helped and supported us to get here. Bring on Silverstone!"

Team principal Bob Neville added: "We are very pleased to welcome Mia and Euan to the team and very much looking forward to getting our GT3 car back on track."



Martin Short (l) was stunned by sons' sim preparation

SHORT PRAISES RISING SONS

Multiple champion driver and team boss Martin Short has paid tribute to his sons after competing alongside them in Silverstone's recent Citroen C1 Challenge 24 Hour race.

Le Mans LMP1 victory contender Short drove alongside sons Morgan and Marcus, the latter's first-ever race, as well as Ian Stinton in the Silverstone endurance event. The Rollcentre effort finished 19th of the 58 starters after recovering from running out of fuel on track.

Martin told Motorsport News: "He [Marcus] has never driven

a road car before, but it was just phenomenal what he did at Silverstone, and the boys were battling between each other to set the fastest time in the car, and they were only 0.02 of a second apart.

"They never made a mistake, they never touched the car, they were faster than me and Ian by a pretty significant margin, and they were brilliant. They're just so competent, and with the sims it really is a real thing of how it teaches them so much before they get in a car. And their levels of concentration, it's just hard to believe."



McLaren pair are back after sampling 2020 Silverstone 500

IRIBE AND MILLROY RETURN FOR SILVERSTONE 500 WITH OPTIMUM

Brendan Iribé and Ollie Millroy will return to British GT's Silverstone 500 this month in an Optimum Motorsport McLaren 720S GT3, following their category debut as a duo last year.

Iribé and Millroy in 2020's three-hour Silverstone 500 showpiece, that took place as November's season-closer due to Covid's disruption, finished seventh overall and third in Pro-Am. More recently they took a Pro-Am win in GT World Challenge America at Austin and Monza class pole in GT World Challenge Europe.

The move also marks the British GT return of Optimum, which took the overall GT3 title in 2018, 2019's Silver Cup, and last year ran

a full-season Silver Cup entry with Ollie Wilkinson and Lewis Proctor.

"It will be nice to be back at my home circuit," Millroy said. "The Pro-Am competition level in British GT is really high this season once again, so we're certainly looking forward to the challenge."

Optimum team principal Shaun Goff added: "Brendan and Ollie are showing great form in many championships, and we all know they gave everything last year to get a Pro-Am podium position. I'm sure it will be a good weekend for us, and we look forward to competing with many of our former rivals once again!"

YOUNG AMERICAN MORALES JOINS BRITISH F4 WITH ARDEN

American rising star David Morales will race in British Formula 4 for Arden Motorsport for the remainder of the 2021 season, starting this weekend at Snetterton.

Morales, 17, has claimed podium finishes in the F4 NACAM championship and the Formula Car Race Series. He now joins the British Touring Car Championship-supporting category, having missed its opening round at Thruxton last month, as

team-mate to Arden incumbents Zak Taylor and Thomas Ikin.

Morales said: "They're [Arden] a very established, race-winning team and I've been really impressed with their level of professionalism, the standard to which the cars are prepared and the positive atmosphere within the team, it's been very easy to settle in."

"Snetterton is going to be one of the more challenging circuits on the calendar, it's

very technical and you really have to chain several corners together. That said, I've got plenty of experience in the same car from my time out in F4 NACAM, so I'm confident we'll be able to shorten that learning process."

Arden's British F4 boss Gary Ward added: "He's got plenty of speed and really solid racecraft. That, plus his experience in the car, should put him in a good position right from the off."



Morales: in with Arden in F4

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RACING NEWS

HAYES WINNER DEMPSEY RACES AT KNOCKHILL

The 2019 Walter Hayes Trophy winner and 2018 Chinese Formula 4 champion Jordan Dempsey returned to National Formula Ford 1600 last Sunday at Knockhill with BM Racing.

Irishman Dempsey also competed in Northern Irish FF1600 the previous weekend, winning one race and retiring from the other with technical woes. His 2020 activity was confined to FF1600's end-of-year events after potential USF2000 and British F3 drives were scuppered amid Covid's disruption.

"I've been in contact with Andy [Brickles] and the guys at BM Racing because my dad's company MCP do the engines for a lot of Andy's cars," Dempsey, for whom it was his first time at Knockhill and in the Medina Sport chassis, told Motorsport News.

"Seeing the way Andy runs his team, and how well it went at the Festival [when Rory Smith won with the team], I've been itching to get into one of his cars. It was a matter of time and everything fell into place to have a go.

"For now it's a one-off because the big thing is Brexit, getting over from Ireland to the UK is quite hard. See how we get on [at Knockhill] and who knows? Come later in the year there might be more outings."



Dempsey: keen on BM



Pembrey had already called off its lucrative truck event



South Wales track estimates mid-July spectator return

PEMBREY FRUSTRATED BY LATE-NOTICE WELSH SPECTATOR RETURN

Venue says not receiving warning of shift means no spectator events for another month

By Graham Keilloh

The boss of Pembrey circuit has expressed frustration after the Welsh government in a surprise move allowed large numbers of spectators to return to the country's circuits from this week.

Wales has been subject to severe Covid restrictions and

only a single small trial racing event took place there during 2020. The Welsh government however last Friday confirmed that up to 4000 people are allowed at outdoor events from Monday, June 7.

The change was a surprise to the Pembrey venue that had already cancelled its June 19-20 British truck racing event. The

750 Motor Club similarly postponed its mid-June Anglesey circuit meeting to August.

"It was a bit of a shock to say the least," Pembrey circuit manager Phil Davies told Motorsport News. "The only thing we were expecting was to go from 50 [people] up to 100 for activities. It's going to take us

another month to get anything going anyway.

"It's great that it's eased but it's not eased from Monday [June 7] because the events that we had due over the next three weeks were cancelled last week, we left it to the very last minute. So it hasn't really helped us. [There was] absolutely none [warning of the change].

"It's probably going to be middle of July [for our first spectator meeting]. For trucks to work you need spectators, you can't sell that volume of tickets that quickly and get the big truck show. It's so frustrating. Not running them two events [trucks and classic motorcycles] is probably worth close to £100,000."

HEALTHY GRIDS GREET SCOTTISH RACING RESUMPTION



Women On Track representative Grant made debut

Circuit racing took place in Scotland for the first time in 2021 last Sunday with a healthy turnout of racers at the season-opening Scottish Motor Racing Club meeting at Knockhill.

This followed a week on from Northern Irish circuit racing resuming at Kirkistown as Covid restrictions continue to be eased. As Fife is in Level 1, 1000 spectators were permitted to attend the 13-race event.

The line-up included the latest

running of the prestigious Formula Ford David Leslie Trophy, with the Scottish FF1600 drivers joined by those from the National championship, creating a 22-car entry. Local team Graham Brunton Racing entered 2020's David Leslie Trophy winner Logan Hannah, debutant Lucy Grant – who is SMRC's Women On Track representative and sister of Junior Saloon Car Championship scholarship winner Chloe – and returning

twice Scottish championship runner-up Michael Gray.

The Ford Fiesta ST entry was at its highest number ever of 16 cars, while 31 were entered for the Northern Saloon and Sports Car Championship.

Knockhill's Stuart Gray said in advance: "It is all stacking up to be cracking return to racing for us and the SMRC. Feedback and confidence over the winter has remained high as shown with the numbers entered."

KNOCKHILL: SMRC

JUNE 6

TEAM DOLAN'S MIDDLEHURST TAKES DAVID LESLIE TROPHY

Chris Middlehurst came out on top in a ferocious battle to win the David Leslie Trophy as the National Formula Ford 1600 championship joined the Scottish Motor Racing Club season opener at Knockhill.

Team Dolan Van Diemen driver Middlehurst finished a close runner-up to Kevin Mills Racing's Alex Walker in a red-flagged opener, but then won out in an equally tense Trophy race.

Walker and Middlehurst duked it out in race one before Megan Gilkes's beached KMR

Spectrum brought out the red flags with four minutes left, leaving Walker the winner for the third time in four races.

Middlehurst got the better of Walker at the start of race two and held the narrowest of margins over Walker and Low Dempsey's Maxwell Esterton, moving nearly two seconds clear on the final tour.

Michael Weddell claimed a pair of victories and a third place to begin his quest for a first Scottish Mini Cooper Cup title, edging out Ian Munro in races

one and two. Daniel Patterson took his maiden win in race three, from Neil Hose.

Ross Dunn and Dan Martin shared the wins in a pair of entertaining Scottish C1 Cup races, while Dave Colville and Steven Gray produced similar action in the Scottish Fiesta ST Cup. Tommy Gilmartin and John Kinmond shared the Scottish Classic Sports and Saloons victories, while Paul Brydon was unbeatable in the Northern Sports and Saloon races.

Stephen Brunsdon

RACE WINNERS

Northern/Scottish Formula Ford 1600

Race 1: Alex Walker (Spectrum 011)

Race 2: Chris Middlehurst (Van Diemen)

Scottish Mini Cooper Cup

Races 1 & 2: Jamie Blake

Race 3: Daniel Patterson

Scottish C1 Cup

Race 1: Ross Dunn

Race 2: Dan Martin

Northern Sports and Saloon Car Championship

Races 1 & 2: Paul Brydon (BMW)

Scottish Classic Sports and Saloons

Race 1: Tommy Gilmartin (Morgan +8)

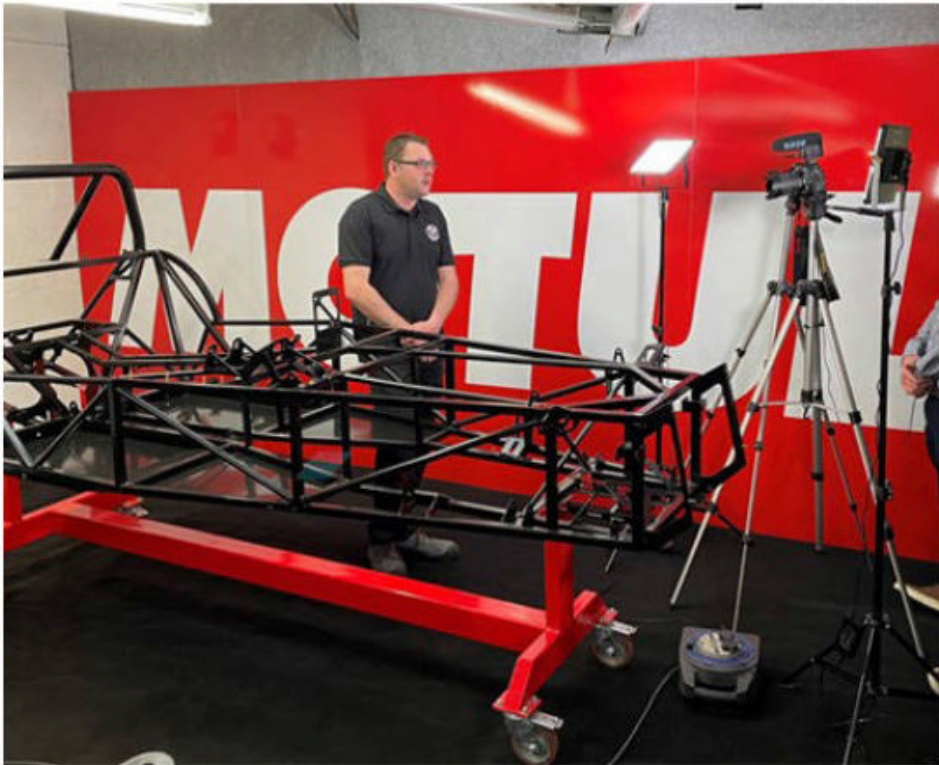
Race 2: John Kinmond (Rover 3500)

Scottish Fiesta ST Cup

Race 1: Steven Gray

Race 2: Dave Colville

MOTUL HOLDS DESIGN CONTEST FOR NEW PROTOTYPE



The new GBS Zero sportscar will get a creative paintjob

Motul, Witham Motorsport and Great British Sportscars recently held a livery design competition for the new Motul-Edition GBS Zero hand-built sportscar. The overall winner will have their design used on the prototype. The car will be unveiled at Silverstone Classic in July and features unique Motul-inspired design features.

"We been impressed by the standard of entries that we have received for the livery competition, with some good creative thinking evident," said Motul UK country manager Callum Goodland.

The competition was split into over and under 16 age categories and each winner will receive Motul goodies plus with their families will go behind the scenes at the car reveal.



Middlehurst beat Walker

RALLY NEWS

HYUNDAI REFUSING TO PANIC DESPITE MORE WOE IN ITALY

Team boss Adamo not fazed by task to turn around World rallying form

Photos: mcklein-imagedatabase.com, Hyundai Motorsport



Adamo says hard work will return Hyundai to the front

By Graham Lister

Hopes of a Hyundai driver winning the World Rally Championship hinge on a dramatic Toyota implosion following another faltering performance by the South Korean make, this time in Sardinia.

For the second rally running, Ott Tanak dropped out of a clear lead due to suspension damage, the Estonian striking a rock when leading by 40.5s, while only one

i20 Coupe WRC made the top three after Dani Sordo rolled out of second place on the penultimate afternoon.

With Sebastien Ogier beating Elfyn Evans to top spot, the seven-time champion is 11 points ahead of his Welsh Toyota team-mate. Thierry Neuville – who was restricted to third in Sardinia by a double puncture on Friday – is the closest Hyundai challenger heading to the Safari Rally later this month 18 points down on Evans and 29 adrift of Ogier.

Tanak, meanwhile, is 57 points behind Ogier, while Hyundai trails Toyota by 49 points in the manufacturers' championship.

Despite the fourth loss to Toyota from five attempts and concerns over the fragility of the i20 Coupe WRC, Hyundai team boss Andrea Adamo is refusing to hit the panic button.

"We are not happy with the result, but we know that if we go ahead as we are, working together, we can catch up," the Italian said. "We aren't scared, we will work

hard as we always have done. Hyundai Motorsport is a big team, but hard work pays dividends."

Neuville defended the strength of the Hyundai following the finish on Sunday afternoon. The Belgian said: "If you look back at Saturday and see the size of the stone [Tanak] hit, I don't think any of those cars could resist that. It's true maybe we struggle a bit more than Toyota in small damages in Sardinia, maybe this is something to work, but the team has a focus more on the new car and we know

what we have to solve to be strong with the new car."

For Ogier, however, his 52nd WRC victory was arguably one of his finest after he was forced to open the road on leg one on an event notoriously tough for those running at the head of the pack.

"It's not every day you win Sardinia from being first on the road," said the Frenchman. "Still, we are running tyres which are not very strong for these rough conditions and I had to keep that in mind."



Tanak was leading in Italy before suspension damage

EXHAUSTED BARRITT HELPS KATSUTA TO STRONG RESULT

British co-driver Dan Barritt was checked over by doctors after heroically guiding Takamoto Katsuta to fourth place in the third works Toyota Yaris WRC.

The Lancastrian became dehydrated on final day in Sardinia but was able to make the finish and allow Katsuta to celebrate a career-best-equalling fourth.

After Barritt was given the all clear by medics, Toyota head Akio Toyoda said: "We can fix a car over and over, but Takamoto cannot compete without you. Takamoto put your health first and drove steady at the end."

"Together you made a very good decision. Health is always the most important."

OSTBERG SLAMMED AFTER TURNING THE AIR BLUE

Mads Ostberg was fined £860 and faces a 25 points loss for a repeat offence after an expletive-ridden tirade during a live TV interview on Rally Italy.

Ostberg was furious after picking up a puncture on SS18 of the event while fighting for the WRC2 victory with Jari Huttunen. He vented at the WRC All Live TV crew in position at the stage finish.

The Norwegian, who was punished for using abusive language, said: "I'm so f**king annoyed. All the things happening all the time. These f**king shit tyres; I touch absolutely nothing, straight away I have a puncture. F**king hell! I'm so f**king tired!"



Evans's attack nearly came undone at a watersplash

EVANS' HOPES IN ITALY DROWN IN A WATERSPLASH

Elfyn Evans thought his Rally Italy podium push was over when his Toyota Yaris WRC stopped following a watersplash on the event-deciding Powerstage.

The Welshman was in a comfortable second place when his car ground to a halt as he exited the crossing. But the engine in the Yaris fired up within 10 seconds and Evans was able to reach the finish with the runner-up spot intact. "When the engine had no

response, it took on lot of water, it just seemed to take forever to clear," said the Rally of Portugal winner. "In the back of my mind, I thought it would eventually go, then I started to doubt that – it just was not coming. Then I got some momentum, it cleared and it could go either way. I had been standing still and in that moment, it's hard to know how long. It could be 20s or 40s. There was a bit of a panic on to get to the end of the stage as

quickly as possible. It's a slight disappointment not to take any extra points from the Powerstage because of that, but at the same time I'm relieved to hang on to second."

Ogier also suffered after the watersplash in the lead Yaris: "The only issue we had in the weekend came when we tried to cross the watersplash. I was quite scared in the moment – we had a bad misfire and lost five or six seconds. Maybe that cost us the Powerstage."

INGRAM BUOYED WITH PROGRESS DESPITE SARDINIA WOE

Chris Ingram missed out on another strong set of WRC3 points after he was forced to retire before the penultimate stage of Rally Italy.

The Briton, who took a class podium on the last round in Portugal, was in fourth when trouble struck he and co-driver Ross Whittock after 19 stages.

"A normal impact on the front from a river crossing damaged a cooling pipe so we had to retire before the final stage to save the engine," Ingram explained. "It's absolutely gutting as I was already taking it very cautiously to survive the rally which destroyed so many cars."

Despite suffering the first

retirement of his comeback season, the European champion was upbeat afterwards.

"I know what I need to do to show my speed consistently," he said. "It's time to take the lessons from a tough but promising start to our debut year in the WRC and come back much stronger to fight for wins in WRC3."



River crossing damaged a cooling pipe in Ingram's Skoda

DEVINE UP TO SPEED AHEAD OF EURO CHALLENGE

Callum Devine described his run to 10th place overall on Rally Zemaitija as a "good warm-up" for his upcoming European championship challenge.

The Motorsport Ireland Rally Academy driver was contesting round one of the Polish championship in Lithuania to prepare for the ERC season-opening Rally Poland from June 18-20.

"Great experience for our first time here in Lithuania," Devine wrote on Facebook afterwards. "The stages were fantastic and a good warm-up for the first round of the ERC in two weeks."

Devine was making only his second start in a Rally2-specification Ford Fiesta alongside co-driver and fellow Irishman James Fulton. Dakar regular and top Lithuanian Vaidotas Zala won the event.



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RALLY NEWS

PRYCE BUOYED BY EARLY BRC CHAMPIONSHIP POINTS POSITION

Osian Pryce believes Sam Moffett did him "a favour" by winning last week's Neil Howard Stages as he's unsure how many British Rally Championship rallies Moffett will contest.

Moffett and co-driver Keith Moriarty won their first-ever BRC event at Oulton Park in a hired Ford Fiesta Rally2, beating Rhys Yates and Pryce who was third in a Volkswagen Polo GTI R5.

Pryce's new Melvyn Evans Motorsport team-mate Matt Edwards was fourth but would've been third but for a time penalty for failing to adequately slow his Polo after the flying finish.

"Championship-wise it's good," Pryce told MN of his third-place finish. "I am happy to a certain extent. It could've been a lot better but Matt's behind us in the points, Sam's done us a favour by winning really because I don't know how much he's going to do so championship-wise, we've just got to think of that this early on. We knew this was going to be a weak round for us, so third we're happy enough considering where some of the guys are."



Pryce: Happy with Oulton

SCOTTISH RALLY MEN IN INSPIRING CHARITY EFFORTS

Two Scottish rally men have completed inspired two-wheeled challenges and have raised close to £20,000 between them for their respective charities when MN went to press on Monday.

Derek Mitchell, a volunteer in helping organise Scottish Rally Championship events, rode a Honda C90 from L and's End to John O'Groats two weeks ago in support of Charlie House HQ and The Leanne Fund, raising in excess of £15,000 for the two causes.

Robbie Mitchell, the 2016 Scottish Rally champion co-driver, meanwhile cycled a push bike around the famous North Coast 500 tourist route last week in a time of 29hr5m42s, shaving two hours off the world record. He raised well over £2000 for the Edinburgh Sutherland Association.



Photos: Jakob Ebrey, SMJ Photography

Moffett enjoyed the "fantastic event"

OULTON PARK ORGANISERS RESPOND TO MISSED MILEAGE

Clerk explains how curfew dilemma meant that some competitors missed out

By Luke Barry

Neil Howard Stages clerk of the course Darren Spann has responded to criticism from some competitors who didn't receive the full mileage on last week's Oulton Park event.

For the first time, the Neil Howard was a round of the British Rally Championship as well as the Motorsport News Circuit Rally Championship, which increased the demand for and the quality of entries.

However, delays to the start of both stages three and four put the event behind schedule and gave the organisers a decision

to make for the eighth and final test which, if open to all cars, was going to exceed the Cheshire circuit's 1830hrs noise curfew.

The organising team therefore elected to allow as many cars as possible to start the final stage instead of cancelling it for all, but that meant over half of the competitors paid for the same mileage as the rest but didn't get to utilise it.

As compensation, Bolton-le-Moors Car Club has offered every competitor from car 46 (Ruairi Bell) onwards the opportunity to enter November's event at the same price as last week's. An email

issued to all competitors last Thursday explained: "Whilst this might seem a small gesture, we can assure you that the entry price will need to rise for the November event."

Spann continued to MN: "We would've run to schedule and would've got the stages in but there were stoppages and they can't be helped. Unfortunately you get to a point where you can't run them all and you just have to accept that, but I was keen to give as much mileage as I could to as many competitors as I could as that was the fairest way to deal with it.

"I know that's affected a few that haven't got the same

amount of mileage, but there was nothing else I could've done. Absolutely nothing else. Hand on heart, yes it grates on me that I couldn't do that but let's be honest about it they have still done more mileage on that event than they've done on any other event this year. It's not a small mileage event."

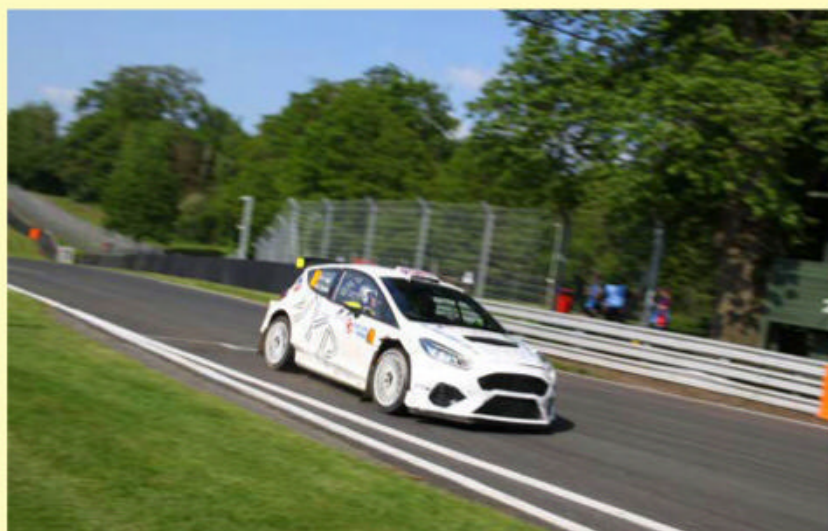
A BRC future?

The majority of BRC competitors were impressed with the rally despite it not following the traditional format of a BRC round, with rally winner Sam Moffett describing it as a "fantastic event."

Asked if there was appetite

from the Neil Howard organisers to fight for a BRC place again in the future, Spann said: "The best way for me to answer that is to say Iain [Campbell, BRC championship manager] and I needed to work together for the good of the sport and we've done that whole heartedly and it has been what the sport needed."

"If the opportunity arose in similar circumstances and there was a need to do something again, of course we would do it. But I can't say today whether it is on our agenda to be part of it again and I can't say today whether it's on Iain's agenda to be part of it again."



James Yates has set his sights on more rally outings

YATES JR LOOKING FOR MORE RALLY OUTINGS

James Yates, brother of British Rally Championship driver Rhys, wants to start competing more regularly again after finishing eighth overall on last week's Neil Howard Stages.

Yates, co-driven by Tom Woodburn, began rallying at a similar time to his older brother but when Rhys progressed through the ranks James took a step back. His last rally prior to last week was the same event three years earlier.

"I tried the R2 and just gravel rallying wasn't for me, it just felt so alien and Rhys took to it really well and then it obviously escalated," Yates Jr told MN. "It just made sense if I was going to do one to do this one with me doing two previously, but I do want to do another one."

Driving a hired Ford Fiesta Rally2, Yates finished eighth overall and third in the MNCRC points with an overall stage win on SS3 the highlight.

"I was quite surprised when I took that stage win, really surprised because the stage didn't feel that different to the other one," he said. "It felt similar in the car, so I don't know what I did differently on that one, so I was quite surprised. I did notice James [Morgan] and Rhys were giving me tips at the start of the day and they stopped coming my way towards the end of the day..."



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RALLY NEWS

MORE THAN 10 IRISH EVENTS COULD RUN IN 2021

As many as 11 stage rallies could take place in Ireland between the end of July and November 31, but for them to go ahead current Covid-19 restrictions in the country will have to be eased further.

The most high-profile events that could go ahead include the Cork '20' International Rally and the Killarney Historic Rally. Also listed is Donegal Motor Club's Harvest Rally, the Wexford Stages Rally, the Ravens Rock Rally and the Moonraker Rally in late July.

They appeared on a calendar of both gated and non-gated meetings ratified by Motorsport Ireland last week, with the move following a meeting between the governing body and Irish motor club representatives.

John Naylor, the Motorsport Ireland president, said being able to agree and map out a programme of events was a big plus. He said: "It is heartening to see a return on the horizon and to have a calendar agreed is the first step in that process."

"We are aware that all events still need to happen within public health guidelines – and we will continue to work with all the organising clubs to offer every support possible," he added.

The calendar published by Motorsport Ireland contains a total of 68 gated events covering six disciplines, and 17 non-gated events. Irish rallying is poised to return next weekend with the Bishops Court Stages on June 19.

JENNINGS CALLS FOR IRISH RALLYING OVERHAUL

Leading driver says increased costs could lead to a drop in entries

Photos: Jakob Ebrey, Colin Casserley

By Jason Craig

Garry Jennings believes a back-to-basics approach is now required if rallying in Ireland is to prosper post coronavirus.

No gravel or closed-road rallies have taken place in Ireland since last March although competition is set to return later this month. But in April, Motorsport Ireland outlined how it planned to restart four-wheel sport across the country as lockdown restrictions were gradually eased.

At the heart of this plan was a proposed hike in entry fees for sprint-type meetings and stage rallies. Jennings feels that unless those within Motorsport Ireland start to engage with competitors, there could be trouble ahead.

Jennings, who contested last week's British Rally Championship season-opener at Oulton Park, said: "We need to pull the whole thing back in again – things need to be put in perspective. It is getting very expensive – we all know about the insurance hikes and we all know about the entry fees. I don't mind paying a bit more within reason. OK, five percent, 10%, 15% – but these 50% and 100% hikes, nobody can sustain that. You have to think of this sport as though it were a business."

"If it isn't making money you have to reduce the numbers [of paid positions] and you have to get people to do more voluntary work to try and get things going again. We really need people to stand up and take responsibility. These increases will put a lot of clubmen off and you can't do that. The clubmen are the soul of Irish rallying – they need to be there."



CUNNINGHAM'S UNEXPECTED R5 DEBUT

Motorsport News Circuit Rally Championship regular Joe Cunningham hopes to get the chance to drive a Ford Fiesta R5 again after a podium-scoring debut on the Neil Howard Stages at Oulton Park.

The 30-year-old from North Yorkshire finished second among the MNCRC contenders and seventh overall among the BRC field despite minimal experience of the car. He even set joint-fastest time overall on the final stage.

Cunningham usually rallies a Subaru Impreza but that was hit by engine issues before the rally, and he was about to withdraw his entry. Then, his uncle Kevin Procter stepped

in and arranged the use of the ex-Matt Edwards Ford Fiesta R5. Procter is also Joe's boss at the family coach company.

"Before the rally I had 20 minutes in it at a kart track before dashing off to a wedding," said Cunningham. "It was all a bit last minute."

Cunningham surprised himself with the stage times given his lack of familiarity with the car: "It was not what we'd expected at all!" he said. "Kevin was over the moon and I definitely hope to use the car again."

Procter – a three-time winner of the Neil Howard – finished two places and nine seconds behind Cunningham in his Fiesta S2000T.



Cunningham enjoyed the step up into an R5 machine

BRISCA F1: SKEGNESS BY COLIN CASSERLEY

JUNE 5

HARRISON CLAIMS THE BRITISH SPOILS WITH SKEGNESS GLORY



Harrison used his bumper at the opening corner

Ryan Harrison dominated the final last Saturday night, leading every one of the 25 laps to claim his first British championship title. It is an event that has been on the BriSCA F1 calendar since 1956.

After seven qualifying heats, Simon Traves had accumulated the most points and started on pole but he was barged wide into Turn 1 and Harrison, who started sixth on the grid, muscled his way into the lead. Luke Davidson moved into second just before yellow flags came out on lap two.

On the restart Harrison opened his advantage on Davidson but, as the laps began to wind down, Davidson closed the gap. He was, however, unable to catch the race leader. Danny Wainman emerged from a mid-pack battle to claim third.

Harrison said: "I knew the start of

the race would be crucial and I made a good one. I have been up here testing during the week: this is a race I really wanted to win, and it paid off. Towards the end someone must have been dropping oil as the track changed and I backed off a bit because of that."

Davidson was disappointed with second position. "It's first loser," he said. "But Harrison drove a good race. I got hit on the inside tyre just before the restart and it knocked me back a bit. I was closing towards the end, but it wasn't enough."

Results
Organiser: Skegness Stadium Raceway **When:** June 5 **Where:** Skegness **Starters:** 70.
1 Ryan Harrison; 2 Luke Davidson; 3 Danny Wainman; 4 Mat Newson; 5 Tom Harris; 6 Bobby Griffin; 7 Lee Fairhurst; 8 Paul Harrison; 9 Liam Gilbank; 10 Frankie Wainman Jr Jr.

SPORTING TRIAL: BY DUNCAN STEPHENS

MAY 30

VEALE COMPLETES 2020 DOUBLE BY WINNING PENNINE TRIAL

Ian Veale won the Pennine Sporting Trial in Cumbria, which incorporated the 2020 BTRDA Gold Star final uniquely, meaning he became the first driver in over a decade to do the double with the British championship.

Northern Ireland's Trevor Aston was leading after the first round of nine bluebell-strewn sections by a single point from Ian Veale, Josh Veale and Mark Milne. By lunchtime Ian Veale and Aston were still tying on 15 points. Within the Silver Star for

second tier of drivers, newcomer John Firth lead Darren Underwood by four points, both inside the top 10.

With a consistent round, Ian Veale won the trial and Gold Star for the second time by three points from son Josh. Local expert Mike Salton completed the podium a further three points behind after a year in his independent Hamilton. Simon Kingsley, the 2019 British champion, started slowly to climb up to fourth losing to Salton

on a tie-break, ahead of Mark Milne in a similar Crossle having slipped up at a seven just before lunch. He was ahead of Andy Wilks, who was a late entry having had to replace the clutch and was rewarded with sixth.

Firth completed the top 10 overall, winning the Silver Star superbly in his historic SRB showing his capabilities. Alastair Moffatt won the red live-axle class, and Ian Bleasle-Dudley the rookie class.

Results
Pennine Sporting Trial
Organiser: NPTCC **When:** May 30 **Where:** Croglin, Penrith **Starters:** 31
1 Ian Veale/Sandy Veale (Sherpa IRS) 28 points; 2 Josh Veale/Tristan Veale (Sherpa IRS) 31 points; 3 Mike Salton/Duncan Walker (Hamilton); 4 Simon Kingsley/Matt Kingsley (Crossle); 5 Mark Milne/Diane MacGregor (Crossle); 6 Andy Wilks/Mark Smith (Crossle); 7 John Fack/Paul Leyser (MSR); 8 Thomas Bricknell/Lester Smith (Crossle); 9 Trevor Aston/Andrew Aston (Crossle); 10 John Firth/Ann Boyes (SRB).

HISTORICS

DOWN THE PUB

WILL NUTHALL

HGPCA race winner

Age: 33 **Lives:** Nottingham



Nuthall: Jamun owner

He manages the family business

"The businesses, INRacing, is in Nottingham. It wasn't my plan to work for the business at all, but I've ended up getting stuck in and knowing all our customer base and then going from there. Dad set up the business about 30 years ago. It's just morphed into more racing cars and older cars. We do restorations on road cars, and we sell engine parts for Bristol engines. At any one time we've got probably more than 40 customer race cars."

He started in karts

"I did a tiny bit of karting, but I still had my novice plates when I finished. I did a bit while at the university in the British Universities Karting championship. I did my first race maybe in 2011, I think, in a Cooper Bristol. It's just luck that I get to drive some customer cars and I normally find out the day before. But I'm privileged to be able to drive most of these cars and I enjoy the cars of the 1950s and 1960s."

He also races Historic Formula Ford

"The latest thing I've raced is the Historic Formula Ford, which everybody else would say was old. It is 50 years old! I haven't really done any slicks-and-wings stuff at all. The Jamun is about the only thing I own. It only comes out when everything else is sorted. It's been a bit difficult over the last few years to get it out."

He enjoys the HFF competition

"But I'd quite like to do two or three Formula Ford events this year. I enjoy it but I don't have enough time in it. It's always about getting my head back into the Formula Ford and the mindset of racing everybody, which is different to the wide spectrum of cars on an HGPCA grid."

He's had HGPCA success

"In Giorgio Marchi's Cooper T53, we just won both races at the Donington Historic, so that was pretty special. I've been with Giorgio and the Cooper to South Africa, Australia and all over. It's something that won't come around every day. I'd like to have a go in a later DFV F1 car. I'm married to Sophie and our daughter Amelia is now two and a bit. During lockdown we extended our house so it has been busy."



Photos: Motorsport Images, Paul Lawrence

TOURING CAR LEGEND WOODMAN PASSES AWAY

Decorated Ford tin-top specialist and Thundersaloon ace dies aged 83

By Paul Lawrence

Leading touring car racer Vince Woodman died last week, aged 82, after a long illness.

Woodman will forever be associated with Fords as he spent most of his long racing career in Fords, often promoting his north Bristol-based VMW motor company. After hillclimbing a Triumph

TR3 at the nearby Dyrham Park hillclimb, Woodman started racing at his local Castle Combe circuit in 1965 in a Lotus Cortina and quickly progressed into the British Saloon Car Championship, having caught the attention of Ford competition manager Henry Taylor. Reputedly, beating rally ace Roger Clark in a race at Mallory Park opened the door for long-time backing from Ford. He made his name with class

success in Ford Escort Mk1s but it was his speed in three-litre Ford Capris, usually sponsored by Esso, through the late 1970s and early 1980s that took him to some of his biggest BSCC wins.

In the later 1980s he raced his own Cologne Capri in Thundersaloons and then shared the Vauxhall Carlton with John Cleland. He kept the Cologne Capri and raced it from time to time until forced to

retire on health grounds around a decade ago.

MN was also sorry to learn of the recent death of John Sprinzel, 90, who was a leading competitor and engineer with a particular speciality with the Austin-Healey Sprite. He raced and rallied the cars with great success in the 1960s and tuned and developed cars for others. He went on to be a respected author, journalist and rally organiser.



Combe was his home track

Monteverde injured in accident at Brands Hatch



Prolific historic racer Carlos Monteverde was injured at Brands Hatch during the Masters Historic Festival when his rare and valuable Ferrari 512M crashed at Graham Hill Bend.

Monteverde suffered a broken sternum when the Ferrari went straight on in qualifying for the Masters Historic Sports race, scaled the grassy slope and hit the barriers near the entrance to the paddock tunnel. It was an unusual place for a substantial impact.

Monteverde was treated at the circuit medical centre before being airlifted to hospital. The start of racing was delayed for half an hour while the situation was managed and the planned single-seater demonstration for Saturday was cancelled to allow racing to be completed.

In the race, Chevron B19 racer Jonathan Mitchell had an escape after an off at Hawthorns. The Chevron vaulted the barrier and ended up in the trees.

Wood buys a March for Formula 2 challenge

Prolific historic single-seater racer Clive Wood has acquired the March 782 most recently raced by John Evans and plans to run it in more Historic Formula 2 races after a debut run at Silverstone.

"I always wanted a 782: they are special," said Wood who also has a Formula 2 Chevron and races in Clubmans. "I remember seeing them on Easter Monday at Thruxton and that was a pinnacle of my motorsport year when I was spectating."

The ex-Frank Sytner/Sean Walker car is now with Dan Eagling at Lifetime Racing. Meanwhile, Wood's Chevron B29 is nearing completion after a testing incident at Donington in March.



Wood will race evocative March F2



Ex-Wolf S2000 back on track at Silverstone

Former Sports 2000 racer Paul Cope gave his debut to an ex-Walter Wolf Racing March 75S in the recent Thundersports races at Silverstone.

Chassis 01, complete with a two-litre BDG engine, was

raced in the European Two-Litre championship in period by Italian drivers for Wolf's team, and then spent most of its life in Italy including 20 years in hillclimbs.

It was then brought back to the UK and Cope acquired it

for a rebuild through his Protran Competition company. "It's the car's first run and likely to be its first race for maybe 30 years," said Cope, who plans to do more Thundersports races with the March sports-racing car.

IN BRIEF

Whale at Thruxton

Nick Whale will have his debut race in the ex-Mike Bell Ford Escort Mk1 in the Historic Touring Car Challenge at this weekend's Thruxton Historic. When Whale's Silverstone Auctions organisation took on selling Bell's fleet of racing cars after his death, Whale fell in love with the Escort, and bid for it. It is fresh from a rebuild with the Jordan Racing Team and retains its Norwich City football colours as a tribute to Bell.

Ebrey's folly

Top racing snapper Jakob Ebrey hopes to race in the Historic Sports Car Club's 80s Production series this year in his Porsche 944 S2. He had expected to be able to join the grid on the Silverstone Grand Prix circuit recently until work commitments took over. "I've only done one event in it before now and 80s Production is perfect for me," said Ebrey who is based in Silverstone village.

Youngs in Camaro

Father and son John and Jack Young are now racing the Chevrolet Camaro previously owned and raced by Stuart Scott. The car was built by the late Richard Lloyd as an exact replica of the car used by James Hunt to win the 1973 Tour of Britain. "We've had it three or four years now but we've done Goodwood and not much else," said Young Sr, who raced it at Silverstone recently.

GTSCC's bonus

An extra race for the GT and Sports Car Cup has been added to the programme for the HSCC meeting at Donington Park on June 26-27. The season-opening GTSCC race at Silverstone last month drew a record entry of Pre '66 GT cars and the additional date fills a gap before a planned race at the Nurburgring in August.

Crewkerne open

Entries are open for the Inaugural Heritage Sporting Trial on Sunday July 4 at Crewkerne in Somerset. The trial is aimed at encouraging trials cars and sporting trials cars of the Post-War years back into competition on suitably non-damaging hills.

Meins in an Aston

Historic racer Richard Meins has added a GT1 Aston Martin DBR9 to his stable and gave it a debut run in Endurance Legends at Brands. The car has a history with Strakka Racing and Meins plans to concentrate on Peter Auto races. "Without LMP1 in Peter Auto races it can be more competitive against the LMP2 cars," he said.



A new GT toy for Meins

FEATURE



The new Lotus made its debut at Aghadowey

JOHN CHRISTIE'S LOTUS POSITION

THE BIRTH OF A NEW NATIONAL HOT ROD

Graham Brown hunts the story behind the newest shape on the short ovals, the Lotus Exige



John Christie won Hot Rods' biggest prize, the World Final, in 2013

Following the debut of the first Vauxhall Tigra 'A's as National Hot Rod racers back in 2005 those cars quickly achieved a dominance that in the end almost equated to: get one or don't bother racing.

They were never exactly a common car on the road and time soon consigned the shape to automotive history. So the hunt for a Tigra-beater has been on for a while now but the problem is the Tigra's shape makes it the perfect Hot Rod under the current rules in terms of height and weight distribution.

There is also a school of thought that would like to have a return to the hatchback style of racing, and the Ford Fiesta (Autocross) and Citroen DS3 (in development by Spedworth Fabrications) are two examples of that. But the CBM Ginetta G40R has clearly been a success and others are also still favouring the sportscar approach, an avenue being taken by John Christie and Total Oval Prep with their Lotus Exige.

Christie, the 2013 World Final winner, explains: "The concept was originally the brainchild from a few years ago of Steve Wills, who has connections with Lotus, and Chris Haird.

"They got the Lotus approved as a car type and planned to build one, but it never happened and the prototype chassis Steve built just got a Tigra B

bodyshell mounted on it. When all the jigs and parts came up for sale Podge McQuaid and Gerry Rothwell at Total Oval Prep decided to buy it all, as well as that Tigra B, and took it all over to Ireland with the intention of doing the Lotus.

"They told me they had all the stuff to build this new car and wanted me involved but I had this 'heard-it-all-before' attitude! This was because I had already spent a lot of time talking to Simon Smith at Autocross about a new car. That was where their new Fiesta came from – that was my idea originally. I wanted to do one and the bodyshell they used to mould the panel kit from was a shell I gave them. But I walked away from that project because I felt the design was too compromised by trying to make it suitable for circuit racing too.

"Then I spoke with RCE about doing a VW Polo, which never happened either. So because I'd wasted a lot of time on projects which hadn't worked out for me, my attitude to anyone wanting me involved in developing a new car was that until they have the welder out and fibreglass in their hand I'm not interested.

"And that was my attitude to TOP as well, when they approached me. But a few weeks later they showed me the basic Lotus panel kit and Gerry [Rothwell] had fired a dummy spaceframe together and then I'm thinking, 'well they have done what I

asked them to do'. Then they offered me the Tigra B. It was nowhere near ready to race and we had to put a lot of work into it which actually taught us a lot. It was only ever a temporary measure because the Lotus was already started. Chris and Steve had done things on the chassis that I couldn't get my head around and I was absolutely woeful in it for about four or five meetings. But eventually I did get it a bit sorted, and even won a final."

Christie's frustration with the stop-gap car is evident, but it wasn't long before project Lotus came on stream. And fortunately, as intended sales of the car meant it was ultimately a commercial undertaking, they were able to do both the work and the travelling between Northern and Southern Ireland despite Covid restrictions.

"TOP had the jig there and Keiran Davidson and I went down. Gerry already had a floor pan on the jig, ready to start, but I was determined that we weren't going to just copy anything Steve Wills had done, this had to be all new. So I made a bit of a speech that we must do every bit of it ourselves and when we went back the following week there was a completely different mindset. The four of us have worked together really well. Kieran is a really good, methodical engineer and has a lot of experience working with my dad and Hot Rods in general for the last 40 years



Total Oval Prep has been hard at work on new car

or so. Then there’s myself who just wants to make everything light and never mind if it’s impractical, but Kieran is there to remind me the thing can’t just fold up when you go into the first corner! Then we’ve got Gerry, who’s a great fabricator and got a real engineering head on him. And there’s Podge, who just has good practical common sense. There hasn’t been a cross word throughout the build and we’ve come up with this chassis that I’m really happy with. The panels were made by a guy called Adrian Boyle, sort of an outside member of TOP, he did all the fibreglass and bodywork.

“The chassis was built down at Navan over the next couple of months, and then we started on two more! Chassis number two is for Podge himself to race and number three is a customer car we’ve already got an order for. So hopefully there will be three of them on track by the end of the year.”

Three new cars built from scratch and running by the end of the year sounds quite ambitious for the new partnership, but with all the frames already done it’s clear they mean business.

“We were aiming to have mine out for the European at Lochgelly but it won’t be ready until our next qualifying round. I want to be racing it in the World Final, or at the Spedweekend if I don’t qualify – and we are teetering on the brink of not qualifying because I had such a bad year last year so I need to have it on the pace for that next round. And assuming there’s no big problems I

want to get to the Thunder 500 too.”

Despite Christie’s reservations about the potential compromises in trying to make any new car a jack of more than one trade, he is clearly aware that ultimately the Exige will need a receptive audience to sell it to. “Despite what I said earlier, we would like to eventually build one for the circuits and get onto that scene,” he says. “We have already had interest from circuit racing people who say it would work.”

There is a growing number of drivers – and Christie is one – who feel that not only is the Tigra becoming old hat, but that the long serving Vauxhall ‘red top’ engine is now nearing its expiry date as a power unit. The favourite to replace it is Ford’s Duratec motor and John has already made the switch.

“That first season when we went back to using my old Fiesta we completely revamped it and, in the middle of all that, I decided to convert it to Duratec,” explains Christie. “My thinking was that, if and when we finally got a new car built, we wouldn’t be lumping in an unknown engine as well. It was a good job we did it too because we did have teething problems and failures with it. It was nobody’s fault really but the Duratec that year cost me half a season. But it was good to get all those problems out the way because it would have been a real killer to have brought this new car out and had all that trouble.”

“I really made the switch just because the Ford is lighter and I’d decided that the red top has to be ‘played out’ now. I

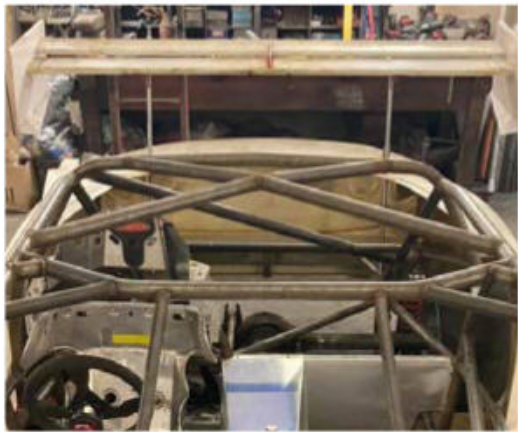
realise the Carl Boardley-Matt Simpson combo one seems to be cleaning up at the minute with Rob McDonald but, on the other hand, Glenn Bell almost had a World Final won by half a lap with a Duratec and Shane Bland has been going well with one too.

“Trevor [Hill, Christie’s engine builder] has it comparable with a good Vauxhall now and it’s 15-18kg lighter, plus there’s bound to be more scope for improvement with an engine that hasn’t really been evolved much yet.”

So in conclusion, the big question has to be: is the Ford-powered Lotus going to be the long-awaited Tigra beater?

“It’s funny, the guy that’s having the third chassis asked me why he should buy one and what was revolutionary about it,” explains Christie. “I had to tell him you’re not going to reinvent the wheel in National Hot Rods after 40-odd years of development. You’re not going to come up with something that’s half a second a lap faster, that’s not going to happen.”

“Funnily enough, I did happen to speak to [legendary car builder] Chris Ludlow about what we were doing and he had some helpful advice. He said it’s about getting *every* aspect of the car right, that it’s no good spending a lot of time putting in some special front suspension or something, thinking that’s going to be way better than everybody else’s. If you spend lots of time doing that and there’s something fundamentally wrong with the rest of the car, there’s no point.”



TOP has studied each area of car



The Lotus has a sportscar stance



Specialised wheels have been created for the new Lotus Exige

Innovation: Is it in the blood?

The only five-time winner of the National Hot Rod World championship and a leading contender for the title of Greatest Of All Time tag, John’s father Ormond was legendary for his innovative approach to racing.

Back in 1974, the agricultural engineer showed up for the only BrisCA F2 World Final ever held at Wembley Stadium with a car using torsion bar suspension.

When he switched to Hot Rods he soon traded his Ford Anglia for a highly unorthodox Triumph Spitfire, making his use of a separate (non-unitary construction) chassis and a sportscar, decades ahead of its time. One British title win later, the organisers banned the use of sportscars, so he switched to a mechanically identical Triumph Vitesse instead. Another British title: another equipment ban. A year of

marking time with a Mitsubishi Colt (no Escorts for Ormond!) ended with the brilliant idea of craning a Ford engine into a Toyota Starlet. That started a run of three World victories with the marque by which time the Starlet had become ubiquitous, remaining so in all Hot Rod classes for years.

Does John take after Ormond? “The one thing he never did was follow the herd; he was always thinking about how to get that bit extra,” says John. “And whether building a car or out on the track, my first thought is always: is this what he would do?”

“I was thinking about us working away here building a sportscar-based Hot Rod, something he managed to get banned in the 1970s, and I thought the apple didn’t fall far from the tree because if he was still here, this is *exactly* what he’d be doing.”



Christie broke new ground with Starlet

Podge McQuaid: the man behind Total Oval Prep

One of the main men behind TOP is Podge (“Don’t bother with Pauric; no-one calls me that”) McQuaid. Although the name may not be that familiar even to followers of ovals, he has a pedigree in the category.

He explains: “I’d started doing a bit of racing and fell in with Gerry Rothwell, who was racing in Classic Hot Rods, and he sold me a Ford Escort Mk2 bodysell to build a Classic – that was the dearest cup of tea I ever went for! Later on I bought the ex-Jaimie McCurdy Vauxhall Tigra B National and Gerry looked after it for me. Then we heard that Steve Wills’ jigs and his Tigra B were up for sale and bought them, knowing that whole project had been aimed at producing the Lotus.”

Clearly having the 2013 World champion onboard is a big plus. “Gerry was a massive Ormond Christie fan so it was only natural he would be following John. We got talking to him at the tracks and knew he was interested in developing a new car, so we suggested that he come on



McQuaid is a racer at heart

board with the Lotus. He was a bit unsure at first but after we’d given him the Tigra B to race and develop some new parts, and showed him our early Lotus panels and a mocked up chassis, he said ‘yes’. And we all just got on like a house on fire.

“There were a lot of good ideas bounced back and forth, even if we did sometimes spend three hours deciding where and how to mount a particular bar.

“But John was keen. He’d be coming down the road from Crumlin at 0600hrs and with John Christie, there’s normally no such thing as early! The whole thing has just been a great journey from start to finish and now we’re nearly there.”

“You’re not going to reinvent the wheel in NHRs”

John Christie



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FEATURE

PURE ETCR

THE START OF SOMETHING BIG?

The world's first all-electric multi-brand tin-top championship promises thrills, and two Britons are there right from the get-go, as **Graham Keilloh** explains

The Hyundai Veloster takes on Alfa and Cupra



CALENDAR		
Pure ETCR 2021		
RND	VENUE	DATE
1	Valllunga, Italy	June 18-20
2	Aragon, Spain	July 9-11
3	Copenhagen, Denmark	Aug 6-8
4	Hungaroring, Hungary	Aug 20-22
5	Inje, Korea	Oct 15-17

Claims don't come much bolder. "I think Pure ETCR will become bigger than Formula E," Tom Chilton tells Motorsport News. "As it gets bigger Formula E potentially will get smaller because manufacturers will [say] we're actually racing cars [in Pure TCR] which look like our road cars and fit with our marketing of the next car coming out."

Perhaps it's little wonder Chilton feels this way. Pure ETCR is the world's first all-electric, multi-manufacturer, touring car championship, and it gets going the weekend after next at Valllunga in Italy. And, for starters, three brands will fight for glory: Hyundai, Seat Cupra and Alfa Romeo.

And it's not only the cars that are new, as Pure ETCR will use a rallycross-style format with a series of rapid-fire short-and-sharp wheel-to-wheel battles building to a final.

It'll also have at least two British driving competitors, and well-regarded ones, with the afore-mentioned tin-top stalwart Chilton in the Hyundai Veloster joined by ELMS champion and long-time LMP1 racer Oli Webb in the Romeo Ferraris Alfa Giulia.

And, as intimated, a major factor in attracting them is the thought of being there for the beginning of something big. "It's great to be in a new championship and hopefully at the start of something which just grows," Webb tells MN. "We can all see from other electric categories that if you're in there early it bodes well."

"I looked at the case study for things like Formula E, things like Extreme E, things like other electric championships and their growth and the way the world's going and if I can have it as a view to being a key part of my career,

being involved with that as it grows, then I'd like to be there at the start."

Chilton continues: "It's all new to me! I'm sat in the pit garage next to a hydrogen fuel cell which is charging up my electric touring car, it is very space age I've got to say! It's pretty cool. I'm learning a lot and I've been in motorsport since I was 13 years old and I'm now 36 and to have something so different is a challenge and it's also exciting for me."

Other drivers similarly have voted with their feet, with the inaugural Pure ETCR campaign boasting an impressive line-up. There's World Rallycross champion and two-time DTM champion Mattias Ekstrom competing for Cupra, alongside Spanish pair Jordi Gene and Mikel Azcona.

Chilton at Hyundai is alongside two been-there-done-that drivers in Jean-Karl Vernay and Augusto Farfus plus John Filippi. While Webb at Romeo Ferraris also joins two experienced and rapid pilots in Stefano Coletti and Luca Filippi as well as Brazilian Rodrigo Baptista.

Pure ETCR cars further are the most powerful touring cars ever – beating even Camaros, Australian V8s and peak RS500s. The drivers, of course, are impressed. "It's incredible. It's got 918Nm of torque, and 500kW is about 670bhp, rear-wheel drive on road tyres!" Chilton reports. "I'm very impressed driving the car at how late you can brake with something so heavy on road tyres, it is incredible."



Chilton: excited at new task

And what's *really* left a mark is the acceleration. "The direct power is pretty incredible," Webb notes, "especially off the line with it being electric and the torque is always there."

"I tell you what," Chilton adds, "when we did a practice start the other day, you put your foot on the brake and you've got 100% throttle, you let go of the brake pedal and literally in one second you're doing 60mph. It's unbelievable acceleration, and it's on road tyres. It's 1800kg, it really does accelerate like a Le Mans prototype one, it is incredible."

With this weight, torque and power, drivers are having to adapt. "You can't take the same minimum speed through the corners that you can with an LMP1 car," Webb notes, "but if you stop the car, turn it and get it done on the brakes well and get out the corner you can to reshape a lot of the corners nicely. And the power of it is quite incredible, it's got a lot of grunt."

Chilton adds: "You don't have a solid rear axle with a diff like you do in a normal race car or any other car, you just have motors powering one wheel and then motors powering the other wheel. So when you're rolling round a corner the unloaded tyre wants to wheelspin first, but you don't want it to light it up because being a road car tyre it will melt. As much as it's a short race you still have massive tyre management and I love that challenge as well."

"I haven't done huge amounts of

"You rocket like something out of Star Wars"

Tom Chilton

downforce driving, I've done predominantly touring cars all my life so I've always been feeling for mechanical grip so this type of car really suits my driving style. I'm really enjoying it."

As noted the format is akin to rallycross, and drivers also get both a push-to-pass power boost and a smaller 'fightback' boost if overtaken. Webb, who has experience in European Rallycross, says: "It's cool to be used to that short high-intensity push-to-pass style standing-start format; hopefully that will be quite exciting for the audience as well."

"[The boost] makes it really exciting. In longer races you can be strategic over a long period of time but if it's just a fight for a very short amount of laps a bit like rallycross the strategy goes out the window and you just go hell for leather. [The boost] brings a bit of strategy back into short-term races."

Chilton indeed is enthused by the whole prospect. "I just love exciting fast races which is why I've always genuinely loved touring cars full stop. And the electric touring cars is even shorter, sharper, more intense and we get this extra added bonus of a push-to-pass button and overtaking is what I absolutely love. I love the challenge of thinking ahead of what's going to happen next especially if someone hits the push-to-pass button now and I've run out, where do I need to be on the circuit to make sure I stay ahead?"

"You've got all three cars on the startline, and you let go of your brake pedal and you rocket like something out of Star Wars towards the first corner, it'll be exciting," Chilton promises. "Who's going to end up where? And when everyone's going to use their push to pass: use it all at the beginning? Use it all at the end? Use it on a couple of straights each lap? It'll lead to exciting racing and I'm very much a pure racer, always have been. This will be great for that."



The all-electric cars' acceleration has stunned



Webb says category can grow like Formula E

It's oh-so quiet...

Of course, when it comes to the case against electric racing cars a common charge (pardon the pun) is made. Their lack of noise. "It takes away a bit from your senses," admits Oli Webb about sampling them. And he should know as one who has tried two generations of Formula E car, the Jaguar I-Pace Trophy, as well as his Alfa Romeo Giulia Pure ETCR machine.

But there's plenty of din going on with a Pure ETCR car nevertheless, and of the sort that would previously have been masked by engine growl.

"It makes a lot of noise," Tom Chilton confirms of his Hyundai Veloster. "It's really interesting because I've spent all my life with a very noisy engine in a car, but now all I hear is a [screeching noise] round the corners, that's the tyre going 'help!' And then you hit the throttle and there's this massive whine, you've got two electric motors on each of the rear wheels so it's four motors just whining in the back."

Chilton admits though that the lack of a regular engine note can be disorientating, as he discovered when trying a practice start recently. As he prepared for launch with his throttle on full, he was met with silence: "You look down just to make sure the lights are on, you go 'oh yeah, it's switched on!'"



Drivers will race in a rallycross-style format

FEATURE

MG TROPHY - YOU WON'T GO FASTER FOR THE MONEY

Quick, competitive and cost-effective, the MG Car Club's headliner championship is continuing to help aspiring racers on their way, as **Graham Keilloh** discovers



Young stars Kirkpatrick and Burgess battle



BTCC ace Jack Goff got his first car-racing experience in MG Trophy



Tom Ingram sampled the category in 2013 at Silverstone's MG Live

One of the slogans I like to use is you won't go faster for the money," MG Trophy chairman Peter Macwaters tells Motorsport News. "I know that's quite a bold statement but I would stand by it."

MG Trophy is the MG Car Club's headliner category, for the MG ZR front-wheel-drive tin-top. The championship maintains its status by combining speed and cost-effectiveness, as Macwaters' slogan outlines. Plus it offers a few other things besides.

And with all this MG Trophy has a proud record of setting aspiring racers on their way. Chief among these is British Touring Car Championship competitor Jack Goff. His aspiration was always to become a BTCC driver, which meant, before that, getting into a feeder series such as Clio Cup. So for starters, in 2009, he turned to MG Trophy.

"I didn't have the budget myself to go into the Clio Cup championship, I didn't have any sponsors at the time," Goff tells MN, "and my family cashed their pension in for my MG Trophy car. And that was really the closest thing to the Clio Cup championship: it was on slicks, it was going to the same tracks, it was similar power to the Clio Cup championship, so it just made logical sense for me, it had really competitive grids."

"There is no real thing as just cheap motorsport, but [MG Trophy] made it a real achievable target for me. For a very reasonable price we did it off the back

of a van and trailer, you don't need to have a massive team behind you, we operated out of a garage at a local pub! So you can do it on a shoestring and still get decent results. And if it wasn't for the MG Trophy I wouldn't have been in Clios and subsequently British touring cars."

MG Trophy also has BTCC superstar Tom Ingram among its alumni, as he made a victorious guest appearance in 2013 at the club's MG Live blue-riband Silverstone event.

"I remember him saying when he got out of it 'this is a proper race car'," Macwaters recalls, "I think it really surprised him that it wasn't just a clubman's car. And going further back Anthony Reid, Colin Turkington, they both raced many years ago at Knockhill."

British GT's GT4 frontrunner Andrew Gordon-Colebrooke also cut his car-racing teeth in MG Trophy, racing in a Class C ZR160 for two years in 2012 and 2013. He's another who can vouch for the cars' potency.

He tells MN: "Many a time when I turned up at a trackday with my dad, and we used to just go round, people in the big powerful Nissan GT-Rs and BMW M5s and Porsches would always come up and be absolutely convinced that we were running sort of some stupid-sized engine in it when in fact we weren't, they run on just a normal 160 engine."

"They really are a cracking cracking car, and people don't really realise it until you actually get to drive one or you sit in the passenger seat of one just how fast they'll go, how well they'll handle."

And MG Trophy's proof of the pudding of developing talent continues to this day,

with promising 20-somethings scrapping for victory in 2021. Sam Kirkpatrick and Fred Burgess are dominating Class A, while Tylor Ballard and James Dennison fight at the front in Class B.

Yet, with this, the championship's not only for youngsters. MG Trophy's championship coordinator Bruce Woods tells MN: "[We have] two drivers under the age of 20, seven under 26, but seven over 55. So not only have we got the youngsters fighting there but [in] Class B Fergus Campbell is not at that end of the scale and he's mixing it with the youngsters."

Another important factor for moving up is the championship's class structure, which ranges from Class C for the ZR160 through to the Class A ZR190. "There can be a natural progression," Woods explains, "for somebody who comes in at the bottom in the Class C in the 160, almost standard road car, and then they can progress through the other classes to reach the pinnacle of the championship being the slick-shod 190 [with] limited-slip diff etc." Kirkpatrick and Burgess indeed are just two who

have progressed from Class B to A.

Plenty of cars are out there for MG Trophy, and the championship is active in ensuring machines are available to people as well as in helping drivers move up the classes.

And as you'd expect from a single-make category, the racing is close. And also keen. Gordon-Colebrooke still takes the learnings with him to this day.

"The racecraft especially was a big thing," he says, "naturally having people really close in front of you and behind you then get used to dealing with that kind of pressure of having cars around you, it really really did just give me the perfect platform to kick on. And dealing with a multi-class system as well, dealing now with GT3 and GT4 [in British GT] that's something that I dealt with right from the word go from my very first-ever series."

And – while such claims can often sound like a cliché – those who compete in MG Trophy reckons its friendliness sets it apart too. Woods has an anecdote to demonstrate as much: "James Dennison, his first event was at Snetterton at the back end of 2019, with a car new to him. He had



Ballard: rising star in Class B



Gordon-Colebrooke in Trophy

Young guns go for it

Jason Burgess, as well as being frontrunner Fred Burgess's dad, himself finished runner-up in MG Trophy in 2018 with five race wins.

He tells MN: "What the Trophy gives you is, and there's a good example of that happening now, you've got Sam Kirkpatrick and Fred, you've got James Dennison and Tylor [Ballard], you've got younger drivers and they're pushing each other on. They are competitive, they are young, they want to be at the front and that drives the lap times down." It was evidenced at the recent Oulton Park meeting where the lap record was broken four times...

"I'm super proud of Fred and Sam Kirkpatrick, and all the young drivers," Jason continues, "it's very special to see these drivers come in and push each other and show that they've got real talent, and I link that to the fact that Jack Goff started there."

Peter Macwaters concurs. "We've got two pretty special youngsters there. I honestly believe if they had the right support that they could move on, but as we all know it's all down to money."

Kirkpatrick, 20, who's claimed all four MG Trophy wins this year, is creating particular buzz. "He's exceptionally quick, he really is, he's a bit of a star," Macwaters adds. "I'd love to see him move on and do like Jack did. I think he could do."

a cracked flywheel, and not being a hands-on mechanic-type person he thought his weekend had come to an end.

"But Paul Streater the preparation expert, he was under the car, Tylor Ballard and Tylor Ballard's dad, they were under the car and almost to James's amazement the guys got the car fixed. And turning now to 2021 you see James and Tylor really fighting at the front of the Class B championship which typifies for me the Trophy ethos of really friendly pit assistance and then great fighting on the track."

But with this there is professionalism in driving standards and in coverage, with MG Trophy boasting polished television production on Amazon Prime and on YouTube, and at it has recently added live Facebook feeds from its paddock.

"By no means are we in the same league as the British Touring Car Championship but that's where we're trying to try to aim for," Woods says. "That's our aspiration, to appear as a sensible club-racing series that has all of the good qualities of BTCC but at a much more sensible club-level budget." ■



Jason Burgess: impressed

"We did it out of a garage at a pub!"

Jack Goff

Photos: Dickon Siddall, Martin Price

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FEATURE

DEREK DALY

THE RACER WHO TOOK HIS CHANCES

Andy Hallbery talks to the Irishman who survived one of racing's most dangerous eras – on both sides of the pond



Daly has strong memories of a colourful race career

Derek Daly's journey from Dublin to Indianapolis, via Formula 1 to TV presenter is extraordinary, involves working in mines and frightening accidents that he can recall with millisecond precision – and a laugh.

The Irishman had a supercharged route from Formula Ford to Formula 1 and started nearly 50 grands prix between 1978 and 1982, finishing his grand prix career alongside title-winner Keke Rosberg at Williams.

He has a long career in single-seater racing in the USA too, a career that was punctuated by a huge accident at Michigan in 1984 that almost claimed his life.

The two-time Sebring 12 Hour winner has since forged a successful path as a broadcaster and businessman, and also keeping a close eye on the career of his son Conor. Strap in and sit back for some great answers to your great questions.

Question: Was racing in your family, did it come from your parents? How did you get involved in racing?

John Charles
Via email

Derek Daly: "There was no racing in my family. I was always fascinated by cars, and one day when I was 12 years old I was walking home from school, and there was an English-registered truck parked in one of our neighbourhood streets, and it had Sidney Taylor Racing written on the side of it. I went to my dad and said 'There's a racing truck down the road there. ...' He said that the lady of the team buys their groceries here and she told me that you could see the racing cars at 1900hrs.

"We went back that night and I laid eyes on my very first racing car. It was a Brabham BT8 with a green stripe and a shamrock. And this fella, Sidney Taylor, was going to race it the next day at Dunboyne. My dad said he'd take me out there to see it race. We literally sat on grass banks, which was acceptable back in the day in 1965. The sights and

the smells and the noise and the speed – everything about that day changed my life. From then on I was going to be a professional racing car driver.

"There was no family background in racing, no uncles, nothing. Not even close. We weren't even in the car trade! Nothing to do with cars at all."

MN: This is when our Q&A takes a turn. An hour and 20 minutes of chat later, Derek has a memory that he's not connected to the first question. ...

DD: "Something I've just thought about that will make this story come full circle. In 1977 the Formula 3 race, I was on the pole, and Nelson Piquet was beside me. And as I'm sitting on the grid this older gentleman with a limp shuffled up to Big D, Derek McMahon, and he said to him 'If he wins this race, I'll put him in a Formula 1 car by the end of the year.'

"Big D came around, leans in to the cockpit and tells me that. I asked who it was. He said it was a fella called Sid Taylor. Now think about what happened when I was 12 years of age and saw that green truck of Sidney Taylor Racing and I saw my first racing car.

"It was the most amazing time. I didn't realise that Sid Taylor was part of Theodore Racing and they had commissioned Ron Tauranac to build a Theodore Formula 1 car. And all these years later, the same guy, whose racing car was the first one I saw was the very guy who put me in to a Formula 1 car for the first time. Isn't that amazing?

"I raced against Piquet and won, and he was true to his words. I went from winning the Formula Ford Festival to Formula 1 in 13 months. Can you imagine that? Before that the fastest climb was Emerson Fittipaldi, who did it in 18 months.

"And again my very first F1 race, in the Hesketh in the rain, I led! It was the International Trophy, 1978, and again, great Murray Walker 'pants on fire' stuff!"

Question: I remember seeing you race in Formula Ford at Brands Hatch and chose to cheer for you because of your helmet design with the arrow on the top. Was that a tribute to Carlos Pace's



design, or a coincidence?
Russell Scobbie
Via email
DD: “The colours were a tribute to Carlos Pace because I always thought his helmet was always identifiable. And early in 1976 when I raced for Hawke in Formula Ford, the team manager Vic Holman thought the me and my Irish team-mate Bernard Devany should have a design on our helmets. I didn’t want to copy Pace’s design completely, so we flipped the arrow the other way. For the side of it to get a design, I picked Daly and the fish that is Pisces which is my birth sign. I didn’t realise at that time how identifiable would become throughout my career.
“Even now I think it’s the most important branding element that drivers use, particularly in my day, but nowadays I believe they’ve lost their personal branding as drivers change their helmet colour schemes every couple of races.
“I know Bernie Ecclestone tried to stop that in Formula 1 a few years ago. And I thought that was absolutely right. He understood the branding of the drivers was so important.”

Question: What’s your best racing memory, whether you won or lost? Formula Ford, F1, Indycar...
James Hilton
Via email

DD: “I think my best racing memory would be winning the Formula 2 race in 1978 at Mugello in the ICI Chevron. It went against the grain. The March-BMW was the dominant team. Mugello was just such an amazing circuit to drive on.
“I don’t necessarily think I had the fastest car, but I was always good at starts, and I was able to get the jump at the start, then I was flat out for every single corner, and barely crossed the line ahead of Marc Surer. But that Chevron, that day... I could do almost anything I wanted to with it. It felt that good, and I felt that good in the car. So that I think is the standout for me as a number one racing memory.”

Question: The 1982 F1 season was messy in every way. You could have won that crazy Monaco race. Do you look back fondly on that season with Williams, or do you feel you could have done better?
Tony Di Zinno
Via email
DD: “I look back fondly on that season because I think one magazine called it ‘The Wild West of Formula 1’. We lived through an era in that season; turbocharged engines, qualifying engines, qualifying tyres... drivers being killed. There were so many headline moments – and Monaco just happened to be one of them.

“I look back fondly in as far as I was in the middle of the mix of some of these historical moments of Formula 1. I still maintain the actual reason I didn’t win started on Thursday. I was P1 in the first practice session, and then my engine blew. The spare car that sat there was for Keke, and they rolled another car up and began to do the final touches on it.
“I was never as comfortable and never as fast in that car. I qualified eighth. In the race I got caught behind Nigel Mansell and it took me a long time to get past him. What ended up costing me the race ultimately was I half-spun into Tabac. When I say half-spun, the car got so sideways that the rear wing hit the guardrail, and it straightened me up, and I went on my way! I never missed a beat, didn’t spin all the way, but the wing broke off, and was lying on the track.
“I didn’t realise the oil cooler for the gearbox was on the rear wing. So the next lap I drove pumping all the oil out on to the track... And when everybody ran out of fuel, I took the lead! Then going to Rascasse to start the last lap the gearbox broke because there was no oil left in it.
“It was a dramatic race with multiple potential outcomes all in that last three-lap period. It was one of those amazing that still, we remember as Murray Walker called it with his pants on fire, and we all still love to listen to that today as it was so

chaotic, yet so historically significant.”

Question: Is it true that you and David Kennedy went to Australia working in mines to raise money to race?
Jonathan Astbury
Via email
DD: “David and I were good friends in Dublin. We both came from the same town, Dundrum, and David had a Lotus 51 that he was trying to learn how to become a racing car driver in I think 1973. Maybe ’74. And I’d bought a Lotus 61 from Eddie Jordan. I paid him £400 and a Ford Anglia. And he was to provide me the car, and loan me an engine for the season. He had an engine deal. Typical Eddie, he didn’t follow through but he spent my £400, and my Ford Anglia got sold, but he did pay me back many, many years later when he allowed me to test the Jordan F1 car!
“At the end of 1974, myself and David had a discussion on how we were going to raise a large chunk of money in a hurry, and there were a few options: The Alaskan oil pipeline project was just starting, or there was my ex-girlfriend – her brother had just come back from the iron ore mines in Australia, and he said ‘if you work for six months you’ll make £5000’, which was more money than we’d ever seen before.
“Now the decision to go to Australia

was very simple. In Alaska it was so cold we’d have to buy clothing that would cost £1000, and that would get taken out of our pay packet. In Australia we just had to cut the legs off of our trousers, and the sleeves off of our shirts and we were well dressed! That was the decision right there.
“Ten days later we were both in Perth, signing on to be flown to the single man’s quarters at Cliff’s Road River, an iron ore mine in North West Australia. We worked day and night for six months, made our £5000 and came back ready to start our professional careers.
“It was an amazing time, because that was enough to buy a Formula Ford and have enough money to run it. And the Formula Ford I bought was a Crossle 25F from my best friend Gary Gibson. It was a good car, but it wasn’t a great car. So I could finish second and third, but I could never quite win.
“I wrote the car off at Mondello in June 1975. And this old guy dressed in what I would term in those days a hunting jacket, a three-quarter length canvas/greeny sort of thing came up to me. I was sitting on the trailer with my wrecked Crossle which was turned upside down, so it was gone, finished. And this old guy said to me, ‘If you can raise the money to buy a brand-new engine, we will take this crashed car and give you a brand-new Crossle. Oh and by the way, my name is John Crossle.’
continued on page 22

FEATURE

And I thought... ‘that’s a done deal!’

“Of course I was out of money at the time, so I borrowed the £600 that I needed to give to David Minister for my Formula Ford engine... from David Kennedy because I knew he still had some money left from Australia!

“I got the new engine, got the new car and there were 11 races left in the Irish championship. I had 11 pole positions, 10 wins, one second place, won the championship and that set me on the road to move to England in 1976 to become a professional racing car driver. It was an amazing time really.”

Question: As a Dubliner it was a no-brainer having Guinness sponsor you when you got to Formula 1. But did you ever approach Double Diamond with the Double D connection?!
Malcolm Munt

Via email

DD: “Brilliant! Ummmm... No. But what an interesting idea! I’m guessing I’m now 45 years late for that!

“The Guinness connection, although it seemed obvious, the whole Guinness deal was put together by Guy Edwards. He was the master and procurer of sponsorship in Formula 1 and Formula 2 back in the day, and Guy was my manager, so he is completely responsible for Guinness sponsorship. And amazingly that Guinness livery still runs in historic racing today. I’d bet Guinness never imagined that the return on that relatively small investment would continue all these years later...”

Question: I was at Zandvoort in 1980 as a spectator, and saw your accident at Tarzan. It terrified me, as I’m sure it did you too. I was so glad when they got you out of the car.

Martin Nott

Via email

DD: “Thank you. That brings back a very scary memory, Martin. That was the first time I thought I could die in a racing car. I’m guessing we were doing 190mph at the end of the straight into Tarzan. I remember when I hit the brakes the brake pedal began to vibrate violently. What happened was the brake discs on the car had been drilled, and cracks ran between the drilled holes. A chunk broke out of the brake disc and of course the violent pedal motion was the brake pad going in and out of this hole.

“It happened so quickly that the pad broke the caliper off, the caliper broke the bottom wishbone off and at 190mph suddenly I’m heading straight for the wall at Tarzan.

“That was the first time that my life began to go through my mind in slow motion. I began to think of days in the past with my brother as we ran around our front garden at home. I saw my mother sitting by the fire in Ireland and I actually heard the phone ringing to tell her that I had died. As the car left the road, I remember as the car bounced across the grass and right before I hit the tyres I felt the pain of broken legs – and that was before I had an impact.

“Amazingly it all went silent, but I didn’t realise that it hit so hard and flipped upside down, and as it flew through the air

everything was quiet. Then the car landed abruptly with the back of the car and the gearbox on the other side of the fence behind the barrier and pointing upwards. I knew I was trapped in the car as it had folded up. I was stunned for a minute, not quite sure what was going on because I’m looking up into the sky and I’m going through the ‘racing driver check list’. Toes? Feet? Ankles? Legs? Arms? Asking if I could still feel everything! Suddenly, out to my right side Domingos Piedade appeared. He was there then with Emerson Fittipaldi and later boss of AMG, and he’s leaning in asking ‘are you OK?’

“He told me years after the reason he asked me the questions was the car landed with such force that my head swung around in the cockpit and he thought I might have broken my neck.

“Then the marshals start to pull me out of the car and my foot is stuck in the bulkhead and the steering and I could see some blood on my left shin. They eventually dragged me out, stood me up. Suddenly when they stood me up, the world started to go around in circles, and I collapsed and fell on the ground.

I was carted off to hospital. I didn’t have many injuries, just the laceration on my left leg which required some stitches.

“But the interesting thing that I still remember... Well, I can’t remember how I got back to the race track, but when I got back to the Tyrrell motorhome, my clothes were just thrown in the corner, everybody was gone. It was a sort of ‘well, we hope he’s OK, but if he’s not we’ll get somebody else’ type thing. It was a cold, emotionless feeling to be by yourself, limping, your clothes are thrown in the corner and basically a message to say ‘Get yourself home as best as you can.’”

MN: And two weeks before, you hit barbed wire at Osterreichring...

DD: “Yes. And that again was another front left brake disc issue. But that time the bolts that held the front upright all sheared, so I had a perfect brake pedal, but no brakes on the left side. As I brake, it literally just turned me left onto the grass and into a cornfield and a barbed wire fence.

“That wasn’t as terrifying as Zandvoort. Zandvoort was the worst.”

Question: I recall seeing photos of your Michigan crash, and not only am I amazed you survived, but that you raced again the following year at the Indy 500. My second question is a bit flippant, but with all the rods and screws you have in your legs, flying and airport security must be a nightmare right now?

Paul

Via email

DD: “Hehehehe! So, Michigan... I remember doing a lap of 219mph average speed which was the fastest I’d ever gone before. I remember entering Turn 3 and there was a dip in the road. So the rhythm was to turn in, hit the dip, you slightly correct and you go. Next lap, dip, correct go. It was a rhythm you just knew. It wasn’t an oversteer correction it was just a gentle settling balance of the car.

“On this particular lap I remember just tiny moisture droplets forming on the little windscreen, and that only just registered that we might be about to see some rain. That was about a millisecond before I hit this bump, and the normal correction wasn’t enough.

“The moisture had obviously landed in Turn 3 and as soon as I went for the balance correction the car spun. And it spun with such force that I remember my head being thrown outside of the cockpit, because they spin so rapidly at that high speed, the centrifugal force pushes your head outside of the cockpit.

I distinctly remember saying to myself that my last words were ‘oh shit’, and I remember pulling my legs back as far as



Going flying at Monaco in 1980



Daly is respected commentator

I could into the cockpit just in case I hit anything hard.

“My last memory was me consciously pulling my legs back as far as I can, and then my memory stops. I’ve lost the five seconds or so of the actual impact, and the secondary impact with John Paul Jr, and as the car rolled off the banking, with the front gone completely from my hips forward, and about two seconds before the car stops rolling I was conscious again because I remember seeing my legs bouncing down the road.

“Again it was one of those stunned times where you are trying to absorb what’s happening. At no time did I even recognise that the front had completely gone off the car. I wasn’t in any pain, but I felt that my hips and my legs were very hot. I can clearly remember that.

“Then the safety crew arrived. At that time we had a travelling safety crew led by Steve Olvey and Steve Edwards. The drivers knew them, and they knew the drivers, so it was a comforting face to arrive when the Head of Safety, Steve Edwards, was the first there. He leaned over and said ‘You are going to be OK Derek, we are going to get you out, everything’s going to be fine.’ He was down on his knees. As he stood up to go and do his work I reached up and grabbed the lapel of his fireproof suit so hard he fell back on to his knees, and I said to him ‘Steve, please don’t leave me. I’m so scared right now.’

“I had dinner with Steve in St Petersburg just last year. We are good friends. It’s times like that you create a bond with somebody who has helped you get out of deep trouble.

“And the other thing I remember about still being in the car, the Head of Trauma, Dr Steve Olvey, he arrived and he kneeled down in front of me, but wouldn’t actually come up to talk to me. I asked



Daly also had a sportscar career, and drove for Jaguar in 1988-1989

him years after, why did you not come up, talk to me and see what was going on? He said ‘at that stage I needed to maintain eye contact with you because we were afraid you would go into shock, and we needed to recognise that as soon as possible. So I stood back and looked in your eyes to make sure there wasn’t any shock symptoms.’

“So that was another amazing time, a six-second gap in my lifetime, but an amazing thing to live through, the accident and then the recovery, the hospital and the therapy.

“Another funny thing about that accident, by the time they’d cut my overalls off, I actually heard Steve on the phone to the hospital relaying what he believes some of the injuries are. I remember the helicopter and getting to the hospital. Then it all gets foggy as I’d been medicated heavily.

“But when I woke up after the surgery, I’m in this hospital theatre, you know, bright lights, and I look over and high up on the wall there’s this whole series of X-ray photos, and I see nuts and bolts and screws and rods... And I’m so naive, and so heavily medicated I’m thinking ‘That poor bastard... I wonder what happened to him!’

“I had no idea I was looking at my own X-rays. That’s what medication does to you. But that was the funny side of a part of a long recovery!”

MN: Do you have trouble going through airport security?

DD: “I had 18 screws, four plates, a rod, an implant and a fusion on my big toe. But because they are made of stainless steel they don’t actually set off the alarms at airports.”

Question: You drove for Mo Nunn, Ken Tyrrell and Frank Williams in Formula 1. They are three greats, which

of them gave you the best advice?

Leo Barclay

Via email

DD: “That’s a very, very interesting question... Wow. I found Mo Nunn to be a very influential person, although he didn’t say much. He had a quiet influence. And even when he came to America and Indycar with Ganassi and his own team, he was a very good friend until he died. And I happened to be covering on TV his greatest successes in Indycar as an engineer. Again, his quiet tone influenced more people than he realised.

“Ken was the opposite. There was a fear factor with Ken. At Zandvoort in 1980 myself and Jean-Pierre Jarier were sort of about mid-pack and our cars were very well balanced – they just weren’t fast enough! Ken couldn’t understand how a car could be well balanced and not fast enough!

“And that was the first serious ‘froth job’ that I got from Ken because he just let rip at the two of us as how could we possibly think the car was ‘well balanced’ when we are only midfield. So his way to influence was completely different.

“Frank Williams... I never got close to Frank. Frank was very close, as was Patrick Head, to Keke [Rosberg]. I never got close to Frank, so the only influence I would say that came from him was to understand what he did, and how he did it, and the type of thing that he had to do to get where he got. You’d get that subliminal message of ‘no matter the odds against you there’s still an ability to push through and succeed.’

“That would probably sum up those three characters that I raced for in Formula 1.”

MN: Was Ron Dennis hard to work with in Formula 2?

DD: “No. Ron Dennis was the best team manager I ever worked for. Ron was

“I thought I would die in my Zandvoort accident”

Derek Daly



The Irishman says the Tyrrell was nicely balance but just not quick

“Monaco crash in 1980 was my fault”
Derek Daly



The Monaco Grand Prix in 1982 was the one Derek Daly felt got away



Daly (l) battling with Kevin Cogan and Tom Sneva in 1987

purely driven by results. The first meeting I had with him in his office, he laid out exactly the plan, this is what I will pay you, this is the expenses I’ll pay, this is what I’m going to give you, this is what we are going to do. He was driven by success. The best manager I ever had.”

Question: Monaco 1980, you went flying. Was it your fault?

Matt James
Via email

DD: “St Devote, 1980, yes, 100%! I remember it in crystal clear, HD slow-motion video today as if it happened last week. I’ll explain what happened.... I was on the left side of the grid. I made my mind up that the safest place to be was to be on the right side, and if an opening comes, I will try and slide right in there. “The lights turned, we all went off. Riccardo Patrese was on my right side, and I saw a bit of a gap in front of him, and I was looking at the gap to see ‘could I fit in there’? This all happened in half a second!

“As I’m deciding I look back and I see that Bruno Giacomelli has already started to brake for the first corner. As soon as I recognised Giacomelli’s on the brakes I realised I can’t stop in time. I knew, well before I hit him that there was going to be contact... But I’d already worked out that I’m going to break or bend my front wing when I hit him, I’m going to drive straight to the pits, get a new wing and be on my way!

“However, instead of me hitting him and bouncing me back, his rear tyre was like a conveyer belt! It bounced my car up in the air. Straight up. As he braked the bottom of my nosecone landed on his tyre. His tyre was now a conveyor belt and literally ran my chassis up, up, up until it was straight and tipped over to where I believed it was going to go on to the roll

hoop. I even saw the pebbles on the road that I was going to land on. Instead it dropped sideways onto Alain Prost’s rear tyre... and that acted like a trampoline.

“So I’ve gone from a conveyor belt to a trampoline! That bounced me right over in a cartwheel and I landed on top of Jarier’s front tyre which again acted like a trampoline and continued to cartwheel into the middle of St Devote. I gained a load of places... But I had no wheels left on the car.

“Completely my fault. When I jumped out of the car, Jean-Pierre Jarier had already grabbed Giacomelli by the lapels, and he was ripping strips off Giacomelli blaming him for the accident. And I thought for a minute, ‘I might get away with this!’ Then I realised there would be TV cameras and photographers that capture everything, so it would all be evident. So I went back to Ken, told him the story and that it was my fault. He didn’t speak to me for two weeks!”

MN: We promise this is the last crash question But what was your involvement in Ronnie Peterson’s crash at Monza....

DD: “It was my second ever grand prix. It was Ensign. I did the British Grand Prix, Nelson Piquet did Germany and I did Monza. I don’t remember where I qualified but on the run to the first corner Ronnie Peterson got hit and he hit the guardrail, and I’m going by Carlos Reutemann who was spinning. He clips me and I start to spin.

“I jumped out of my car not knowing exactly what had happened, and when I looked back the whole race track was on fire. It looked like an airline had just crashed. It was an unbelievable sight. I began to run back and as I run, I realise it’s Ronnie Peterson. When I get there James Hunt, and I don’t remember who else but there were four or five of us around the car with the objective

of... Well, he’s still in the car...

“I can remember my heart pounding so hard in my chest it was causing my eyeballs to have trouble focusing. I was that scared of what was going on.

“If anybody was going to go into the fire, all the ‘what ifs, what might bes’ flash through your mind in a millisecond, while you are so scared you don’t know what to do. Hunt goes in, undoes his belts and got Ronnie onto the ground.

“I could see he was alive because he opened up his visor, but I could also see his legs were badly injured. He looked like a rag doll.

“But for me that was a baptism in grand prix racing. That could happen, and to be involved in it in just my second grand prix race.

“As I walked back to the pits, I don’t remember the reporter’s name, but he asked me what had happened, and I was halfway through telling him, and I began to cry. Then I’m back in the Ensign pit, still sobbing and crying.

“Then Mo Nunn comes to me, taps me on the shoulder and says the race is going to restart in 20 mins, the spare car is ready. Get yourself together.

“That was another of those amazing emotional times you are thrust into where you have to manage and compartmentalise and go back to your job. It was just as staggering set of circumstances that you are forced to experience

“I remember it vividly. The blue suit I was wearing with the white stripes in it.

“Ronnie Peterson was my hero. I remember he turned up at Thruxton to watch Eje Elgh race in Formula 3. And I couldn’t believe that was Ronnie Peterson walking in the pits. Wow! And being Mario Andertti’s team-mate. I think he was a lot of drivers’ heroes.” ■



Daly (on the left here) was a two-time winner of the Sebring 12 Hours



Daly tackled three CART races in 1986 in a Curb Motorsports March

BRC REPORT: OULTON PARK

IN BRIEF

Keith Lemon the Fiesta

While most rally cars are given a female name, Seb Perez's Ford Fiesta Rally2 has been christened Keith because of the livery it sports. In similar fashion to his father Steve's vibrant colour schemes of the past, Seb's Ford is bright yellow with lemon-flavoured drink Hooch branding. Hence the name Keith, because of Keith Lemon. "It's an unusual name for a car, but there we go," said M-Sport BRC team co-ordinator Greg McCutcheon.

VW's podium return

Osian Pryce's third place at Oulton Park was Volkswagen's first in the British Rally Championship for nearly 21 years as it came some 251 months after its last on the 2000 Jim Clark with Tapio Laukkanen. While Laukkanen's was claimed in a front-wheel-drive Golf IV Kit Car, Pryce drove a four-wheel-drive Polo GTI R5. He said: "The car's been good, we got into it more this afternoon. I think the end result is pretty good really."

Payne's pain

Elliot Payne made a late step up to a Fiesta R5 instead of competing in the Juniors with a Rally4, but the event could not have got off to a worse start as he beached his car on a gatepost on the entry to the rally school section at Oulton and couldn't free it. While that wrecked any hopes of a good result, a string of top 10 overall stage times—including fourth on the final test—showed the teenager's potential.

Mulholland's return

Johnnie Mulholland marked his return to the BRC with a victory in the Academy class, edging the similar Fiesta R2T of Fraser Anderson by 54s. Mulholland, who last appeared in the championship when vying for JBRC honours in 2018, was quicker than his rival on all but two of the stages to cease an early advantage in the two-horse race for this year's Academy title.

Jokers of the pack

Three drivers elected to use their points-scoring joker on round one: Rhys Yates, Frank Bird and Seb Perez. The decision paid off for Yates who scooped an extra four championship bonus points to complement the 18 he racked up for second. Perez took one extra point courtesy of finishing sixth while Bird would've picked up three for third place but instead goes home with none after his exclusion.

Punishing pens

The exclusion of Frank Bird and the two 10s penalties for Matt Edwards and Brian Brady were hefty, but Marty McKenna, making his BRC bow in a VW Polo R5, received the biggest sanction of the lot as he was disqualified from the event after SS5. The Irishman and co-driver Kaine Treanor had made an error at one of the splits but corrected it by heading against the stage direction. They were thrown out for the dangerous manoeuvre, surrendering 13th place in the BRC1 class.



Some had discounted Moffett, and it was a mistake

MOFFETT SNEAKS IN TO WIN BRC OPENER

*The Neil Howard Stages was a new-look event for the British Rally Championship, and it crowned a brand-new BRC winner too. By **Luke Barry***

Rhys Yates seemed to be the favourite. Or was it Frank Bird? Perhaps Matt Edwards would be though. Yes, he was learning a new car but that didn't stop him on last year's Cambrian Rally? Then what about Osian Pryce? He's certainly no slouch. The one man we hadn't really been talking about was Sam Moffett, and how foolish does that make us all look now?

There's not a lot Moffett hasn't conquered behind the wheel of a rally car, but winning a round of the British Rally Championship was one such accolade the Irishman was yet to tick off prior to 2021. He put that right on last Monday's Neil Howard Stages around Oulton Park, fending off fellow Ford Fiesta Rally2 pilot Rhys Yates by just a single second.

"Can't believe it, cannot believe it," Moffett spluttered, seemingly quite incredulous at what he'd managed to pull off. "It's been a phenomenal day. In fairness everything went so well, credit to the event, the team and the spectators and everything it was a fantastic weekend and thanks to the marshals. We've more interest now than ever [in this championship] so let's get going!"

The question is, why was Moffett the rank outsider? And how did he pull off the



Edwards got familiar with the VW



Moffett made the most of woe for rival competitors to turn up the heat and score a maiden BRC victory

victory on one of the biggest steps into the unknown organisers of the BRC have ever taken? After all, this was the first British championship rally ever to be held entirely at a race track—although the 1998 Silverstone Rallysprint did count towards manufacturers' points.

It had been a long 68 weeks since the last round of the BRC—the Cambrian—had been held. Coronavirus had put a stop to the action but, at least if round one is anything to go by, the break has done the series a world of good given the strength in depth of the Oulton entry.

Moffett was one of several Irishmen to switch tack and opt for the BRC—instead of his local Irish Tarmac Championship which has been put on hold for another year. Oulton Park, and indeed single venues, are not common hunting grounds for the 2017 ITRC champion but despite this, he and Keith Moriarty punched in an early fifth-best time on what was Moffett's debut with the Rally2 Fiesta.

That time was some seven seconds adrift of the ultimate pace however, which was set by GT racer Bird and co-driver Jack Morton's similar Fiesta. Because of his

experience of circuits and rallying on events like this, Bird was expected to fly but his pace—and assurance to keep such esteemed company behind him—was immense in the early phases.

Leading the rally by 2s after the first stage—Yates, Edwards and Pryce were tied in second—Bird ceded a second to Yates on the repeat pass but didn't let that get to him. Claiming that second on SS3, he doubled his lead again—as Edwards bagged his first stage win since his switch to a Volkswagen Polo GTI R5 for 2021—before extending his advantage



Osian Pryce had a solid start to his campaign with third position



Bird fell foul of the rules and was excluded

Photos: Jakob Ebrey



Creighton kept match fit among a competitive Junior section

CREIGHTON LIVES UP TO THE FAVOURITE TAG IN JUNIORS

Fresh from his exploits in the Junior WRC, William Creighton returned to the Junior BRC at Oulton Park and produced a masterful performance to secure yet another category victory in his Ford Fiesta Rally4.

This year's Junior BRC line-up is fierce with some 13 crews scrapping for honours, but Creighton and Liam Regan rose above the parapet as quickly as the opening stage. For the Juniors, that was stage two as none of the crews set a time on the eventually cancelled SS1. Carving some seven seconds from the next-best crew, Creighton sensed an opportunity and opened out an 11s lead at lunchtime but he was kept honest.

In a swarm of Rally4 Fiestas, Kyle White and Sean Topping's Peugeot 208 R2 certainly stuck out and it did so on the timesheets too. Making his BRC debut, White was quickest on SS3 to keep the pressure on Creighton and the chasing pack at bay. Ultimately he succeeded at one and failed at the

other of those missions, beating Eamonn Kelly and Conor Mahan – who won SS5 – to second by 7s.

Series regular Finlay Retson was just 5s away from the rostrum, keen to learn what Creighton was extracting from the Fiesta which he couldn't while Brian Brady was fifth – not helped by a 10s penalty for cutting an SS2 chicane or a puncture later on.

New partnership David Kelly and Dean O'Sullivan were on course for a podium finish before taking a stage maximum on SS5 for getting the split sequence wrong. They duly showed their pace with three fastest times on the final three stages but would ultimately still finish at the bottom of the pack.

Winner Creighton said: "It's perfect so it is. BRC is a great opportunity for us to stay sharp and get a bit of practice in for the World championship, and it's also nice to get a win at the same time."

PRESTON ON TOP IN BRC NATIONAL

The win in the invigorated BRC National series was claimed by Thomas Preston and Carl Williamson on the Neil Howard Stages, the pair prospering by a comfortable 44 seconds over Stephen Petch and Michael Williamson.

It wasn't the Ford Fiesta WRCs that were quickest out the blocks though; that honour went to Garry Jennings and Rory Kennedy on their first rally in a Ford R5 Fiesta. They carved open up a 14s lead, although with the caveat that the others were handed a notional for a red-flagged stage.

Indeed, it was Preston's more powerful Ford that won the next four tests to trail by just 1s only for Jennings to hit back on SS6 and lead by 3s. However, his first BRC event in 18 years was curtailed on the penultimate stage when he punctured and lost five minutes, eventually retiring.

Petch enjoyed himself on route to second as Donnie Macdonald and Jamie Edwards completed the rostrum in their Mitsubishi Lancer E9.

further on SS4, only this time he found some four 4s over a tied Edwards, Yates and Pryce to lead by 6s at the lunchtime break.

At this stage, the rally looked to be a four-horse race with Edwards and Yates tied for second and Pryce gamely hanging on in fourth, 10s shy of the lead. SS5 would do little to disturb that belief as Bird again nicked time from Yates and James Morgan who still couldn't shake off Edwards and Darren Garrod – another identical time gluing the two crews together in joint second spot.

Moffett's fastest time almost went unnoticed – 1s quicker than the soaring Bird – as he consolidated his fifth spot, 14s shy of the lead but comfortably clear of the brewing battle behind. The same couldn't be said of his SS6 pace however, as Moffett found an obscure 10s from his first pass but more crucially, stopped the clocks 5s faster than anybody else could manage.

That stage would be the quite literal turning point of the contest. While Moffett later confessed to a "really good push" on that particular layout of circuit test, the time of his counter-attack would prove ominous. Bird dropped a whopping 19s after a costly spin, while Edwards was slapped with a 10s penalty for not slowing sufficiently over the flying finish in the pitlane. Suddenly Moffett was up from fifth to second, and just 1s behind new leader Yates.

Bird described his woe: "Just coming onto one of the gravel sections, I think I was probably a little too wide on the

entry, pulled the handbrake and just spun it," he said. "I nearly saved it but then I stalled it."

These concerns would later prove academic as although he salvaged third (from what was fourth after SS6), his Fiesta Rally2 was excluded from the results after being found to be too light on the scales when both crew and car were factored in – an FIA regulation that the BRC stipulates.

This was of little concern to Moffett however who knew he had a job to do. He hadn't expected to head into the lion's den and come out with the prey but, once he could smell it, he wasn't going to pass up the opportunity. Three seconds faster than Yates on SS7, a 1s deficit to the Englishman was no drama as Moffett held on to claim the win by just a single second. Pryce quietly snuck onto the rostrum's final step, 8s adrift of the leader but 5s up on new Melvyn Evans Motorsport team-mate Edwards.

Desi Henry marked his return to BRC action with a strong run to fifth which included a devastating fastest time on the penultimate test. That run eased him clear of Seb Perez who scored sixth on his BRC debut, making good use of all of his circuit-racing experience on contours that were more familiar to him than most.

Moffett's brother Josh was a rather muted seventh in his Hyundai, 53s adrift of his sibling's winning time, although he did have the measure of Ollie Mellors's Proton which was eighth. Late entrant Enda O'Brien was ninth in a VW, leaping past Joe McGonigle on the final stage to nick the spot by just 2s.

RESULTS

Neil Howard Stages British Rally Championship round 1/7 When: May 31 Where: Oulton Park

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Sam Moffett/Keith Moriarty	Ford Fiesta Rally2	49m32s
2	Rhys Yates/James Morgan	Ford Fiesta Rally2	+1s
3	Osian Pryce/Noel O'Sullivan	Volkswagen Polo GTI R5	+8s
4	Matt Edwards/Darren Garrod	Volkswagen Polo GTI R5	+13s
5	Desi Henry/Dale Furniss	Hyundai i20 R5	+22s
6	Seb Perez/Gary McElhinney	Ford Fiesta Rally2	+45s
7	Josh Moffett/Andy Hayes	Hyundai i20 R5	+53s
8	Ollie Mellors/Max Freeman	Proton Iriz R5	+58s
9	Enda O'Brien/Ian Davis	Volkswagen Polo GTI R5	+1m22s
10	Joe McGonigle/Ciaran Geaney	Ford Fiesta Rally2	+1m24s

Class winners: BRC1: S Moffett (Fiesta Rally2); **Junior BRC:** William Creighton (Ford Fiesta Rally4); **BRC Academy:** Johnnie Mulholland (Ford Fiesta R2T); **BRC National:** Tom Preston (Ford Fiesta WRC). **BRC standings (after 1/7 rounds):** 1 Mofett 25; 2 Yates 22; 3 Pryce 15; 4 Edwards 12; 5 Henry 10; 6 Perez 9,



Preston took comfortable win



Yates kept up the pressure right to the final stage

MN CIRCUIT REPORT

Photos: SMJ Photography



Kelly didn't put a wheel wrong all day



Cunningham stunned with his Fiesta's pace

KELLY REVELS IN HIS FIESTA TO INHERIT MN CIRCUIT SPOILS AT OULTON PARK

When Frank Bird was disqualified, Mark Kelly scored his first MNCRC win at Oulton Park. [Paul Lawrence](#) reports.

For Mark Kelly, who had graduated from his Escort Mk2 last summer, the Neil Howard Stages brought his first overall win in his Ford Fiesta R5.

While Frank Bird and Jack Morton also headed the British Rally Championship crews, Kelly got on with his own job of chasing MN championship points and drove a fine rally to finish eight stages just 20 seconds adrift of the BRC big guns.

Initially, it seemed like Kelly's reward would be second but then Bird was disqualified from the event when his Fiesta R5 was judged to be underweight. On a day when every frontrunning car ran as light as possible, Bird's car was weighed after the penultimate stage and later excluded.

FIA rules are that car and crew are weighed together and running in the BRC class put them under FIA rules. Having two ultra-lightweight crew members took the car marginally under the minimum weight.

A Bird team spokesperson said: "To get excluded post-event on a weight technicality was an unfortunate end to what had been a fantastic performance by Frank. But rules are rules and the team accepts that."

While Bird, hot-foot from racing an Audi R8 at Paul Ricard the day before, put a marker down on the first stage, it was tight in his wake as a single second split MNCRC contenders James Yates/Tom Woodburn, Kelly/Neil Colman and Kevin Procter. Unfortunately, the stage had to be red-flagged after 16 cars had completed it when Elliot Payne hit a barrier on the entrance to the rally school

section and left his Ford Fiesta R5 in a dangerous position.

That proved to be a massive blow to Joe Cunningham and Josh Beer on their debut in a Fiesta R5. The nephew of frontrunner Procter stepped up form his usual Subaru Impreza into the ex-Matt Edwards car courtesy of his uncle, but a seeding of 52 meant he never started the opening stage. Instead, he got a notional time of 8m28s for the stage but promptly did a 7m49s when the stage was repeated as SS2

Cunningham's time for SS2 exactly matched his uncle and was 2s quicker than Kelly. Assuming he had matched Kelly on the opener, the cancelled stage would have cost him 13s and at the end of the final stage he was second, 13s adrift. But Cunningham was far from downbeat after a sensational performance.

"I can't thank Kevin enough: it is a dream come true," said Cunningham, who admitted to massive pre-event nerves. "It is a phenomenal bit of kit and I soon got to grips with it. If it wasn't for the notional time on SS1 I think we would have been right in the mix. I couldn't believe it when the first times came in. It wasn't what we'd expected at all."

Cunningham's pace earned him several stage wins among the MN contenders, but equal credit is due to Kelly who barely put a wheel wrong as he matched pace with consistency to head the field home. In the process Kelly was able to edge away from Yates and Procter as Procter joked about being smacked by his nephew. Only 22s covered the top four after a day of flat-out rallying.

Thomas Preston/Carl Williamson

(Fiesta WRC) moved up to fifth overall from the VW Polo R5 of Enda O'Brien/Ian Davis, which was being chased home by the other star of the rally.

In truth, the Ford Escort Mk2 of David Henderson and Chris Williams had no right to be well inside the top 10 in such a field but former racing driver Henderson set a truly stunning pace as he drove a sublime rally. Urged on by Williams, they claimed many scalps and were joint fastest overall, including the BRC crews, on the final stage which missed out the main gravel and rally school section.

Rounding out the MNCRC top 10 were Robert Hughes/Sion Cunliff (Ford Fiesta R5), Paul Wedgbury/Neil Dashfield, with a strong result for the Skodaru, and Charlie Payne/Aled Edwards (Ford Fiesta WRC).

The pace and competition was as hot as the weather once the sun burnt through and a sell-out Covid-capped crowd basked in the warmth as a huge entry did battle over eight stages, using all corners of the circuit, the gravel section opposite the pits and the infamous water splash, which was used on a single lap of each of the four afternoon stages.

It was a sign of the pent-up demand for rallying of any sort and the Neil Howard Stages, postponed from last November, took the sport to the fans. Unfortunately, the logistics of running 140 crews over eight stages needed an incident-free day. In reality, several delays meant that some of the lower seeded crews only completed five stages in an 11-hour rally.

The MNCRC season is now due to wrap up with rounds four and five at Anglesey over the first weekend of July.



James Yates banked good points with a solid third position

RESULTS

Motorsport News Circuit Rally Championship, Oulton Park
Round 3 of 5

	DRIVER/CO-DRIVER	TEAM/CAR	TIME
1	Mark Kelly/Neil Colman	Ford Fiesta R5	49m52s
2	Joe Cunningham/Joe Beer	Ford Fiesta R5	+13s
3	James Yates/Tom Woodburn	Ford Fiesta R5	+17s
4	Kevin Procter/Derrick Fawcett	Ford Fiesta S2000T	+22s
5	Thomas Preston/Carl Williamson	Ford Fiesta WRC	+40s
6	Enda O'Brien/Ian Davis	VW Polo R5	+1m02s
7	David Henderson/Chris Williams	Ford Escort Mk2	+1m13s
8	Robert Hughes/Sion Cunliff	Ford Fiesta R5	+1m18s
9	Paul Wedgbury/Neil Dashfield	Skodaru Fabia	+1m18s
10	Charlie Payne/Aled Edwards	Ford Fiesta WRC	+1m20s

Class winners: Christopher Newton/Anthony Newton (Vauxhall Nova); Zak Hughes/Ian Beamond (Renault Twingo R2 Evo); Josh Payton/Jamie Vaughan (Ford Escort Mk2); Henderson/Williams; Adrian Spencer/Lauren Hewitt (Subaru Impreza); Kelly/Colman; Ben Smith/Steven Smith (Ford Escort Mk1); Chrissy Palmer/Toby Marshall (Mazda MX-5).

CLASS ROUND-UP



The Newton twins lifted 1400s



Ex-racer Henderson shone too

Twin brothers Christopher and Anthony Newton made the trek from Sussex to make it three 1400cc class wins from three rounds in their rapid Vauxhall Nova. They had more than four minutes in hand at the finish.

In the 1600cc division, Zak Hughes and Ian Beamond drove the doors off their Renault Twingo but can consider themselves fortunate not to bring it home in a big bag after a huge high-speed moment on the exit of Knickerbrook. Somehow they kept it out of the wall when running wrong direction on the circuit.

The Vauxhall Corsas of Danny Davies/

Liam McCallion and Chris Ruck/Steve Harris were nip and tuck for second 1600 all day and Davies got the nod by just two seconds. But for a broken driveshaft on SS3, and resultant stage maximum, the Corsas of Ryan Burns and Stephen Hallmark could have also been in the mix.

Josh Payton and Jamie Vaughan owned the two-litre class in their Ford Escort Mk2 but it could have been a lot harder had the Renault Clio of John Evans and Callum Young not taken a maximum on the second stage. Chrissy Palmer and Toby Marshall led home the Mazda MX-5s.

The non-sequential boxed 4WD class fell to the Subaru Impreza of Adrian Spencer and Lauren Hewitt but it was not until the afternoon stages that they shook off the Mitsubishi challenge from Darren Meadows/James Squires.

Son-and-father pair Ben and Steven Smith topped the historic in their Pinto-powered Ford Escort Mk1. The increasingly rapid Ben had a spin or two but did enough to fend off the similar car of veteran Terry Pankhurst, who had local expert Alex Allingham urging him on from the co-driver's seat.

FEATURE

Photos: Jakob Ebrey



Cook has his sights on the overall BTCC crown



COOK TURNING UP THE HEAT ON TIN-TOP TITLE CHARGE

Matt James catches up with the British Touring Car Championship’s only two-time winner of 2021

In any ordinary championship, notching two wins from three races should be enough to hand a driver the title advantage. Not so in the British Touring Car Championship. Josh Cook walked away from the opening meeting at Thruxton in early April with three fastest laps, two victories and, incredibly, second place in the title chase behind Jake Hill in the MB Motorsport Ford Focus. He is, though, only one point adrift. BTC Honda Civic Type R driver Cook has been around the block in the BTCC and he is edging up to having had 200 races under his belt. He knows there is a rhythm to the path towards the summit of any season. The 29-year-old says: “I have learned it’s not about how much you can win or even how fast you are, it is about that consistency. We have got a really quick car and we are in a good place, particularly as we know how good the Honda is with success ballast weight on it. Every season we go in to it with our eyes on the overall title, not Independents’ Trophy [for which he is also eligible], and to get as many points for the team as possible. But, as well as the consistency, another key factor is the ability to turn a weekend around if it is going badly.” Nothing has gone badly so far, but the ebb and flow of the BTCC means that there will be some speedbumps along the way. The various factors in the series – reversed grids, success ballast and option tyres – mean that rarely will a driver have all the perfect ingredients at his disposal for a race victory. Take 2019, for example. Cook and BTC Racing were in their first season with the rapid FK8-spec Honda Civic and were in the hunt for the crown right from the start. Victory in the opener at Brands meant he left Kent at

the top of the points, and he didn’t drop out of the top four in the chase all year. That success came with a fresh viewpoint on how to make a mark in the series. Those strong performances meant going into each round with a hefty chunk of lead bolted into the passenger footwell and led to a rethink. “You can reverse-engineer your weekend. If you were struggling with weight going into the meeting, you could almost get rid of all your bad hands in one go – big success ballast weight, the less favourable tyre, etc,” explains Cook, who used that tactic so effectively that 48% of his total tally came from the final race of each weekend. “You could then throw that in the bin and then, in races two and three, one third of the grid would be on the slower tyre and you could make progress. That will be more difficult now. Previously, there were option tyre rules at every track on the calendar, but there is less this year [only four rounds].” While 2019 was a title-challenging year, just about all that could go wrong did go wrong in 2020. There was a mysterious lack of braking prowess which hampered him at several meetings, and the Japanese car simply wasn’t on point. There were three wins, but another was taken away from him for a failed rideheight test at Oulton Park, which was part of a nine-race sequence where he only notched eight points. That is a hammer blow in terms of a BTCC title attack. The deleted win at Oulton Park was the crunch point, because Cook had gone to the meeting in Cheshire already in a lowly 13th in the standings after the opening two events. He qualified on the front row and, despite a dreadful getaway, managed to claw his way back into top spot before the officials got involved. “That was at a time where we knew that we had fallen really behind in the

points – but I also knew that we were going into all the events with no weight, so the Saturday would be better for us,” reflects Cook philosophically. “At Oulton, we were on the front row and if we had been allowed to keep the race one win, I think we would have replicated it in race two. That would have been the bump start that we needed for 2020. “Rules are rules and we did fall foul of the rideheight check. It was by millimetres. The first [rideheight checker] roller went under the car, but the second one just started to bind up a bit. At that point, I am there knowing that I have done my part of the job, and it is heartbreaking. We win and lose as a team, and it wasn’t something that I had done wrong to cause it. It is not like I had punted someone off and I was getting excluded after the event. “It was gutting, but I remember it being a great race after I had ballsed up the getaway. I was just driving out of fear of being embarrassed for the dreadful start I had made!” Those bad memories have now been banished by the excellent start that he made in Hampshire in 2021. The portents were looking good ahead of the season with the get-go at Thruxton but Cook took nothing for granted, even though it is well known that the Honda and the driver excel at the speedbowl. Cook puts his speed at Thruxton down to his approach. “I know what the car needs there,” he says in a matter-of-fact way. “And I know what it needs from a driver around there. I seem to have no issues coming out of the box and punching in a competitive lap. I don’t need a build-up. I think it’s because I convert everything to a process, rather than a feeling. I don’t just drive on instincts. “I know how fast I need to be at each corner, I know where I need to be braking, I know what gear I need

to be in. It allows me to get out of the blocks strongly.” Cook expressed privately that he was almost contented to have not driven out of the gates at Thruxton in May this year at the top of the pile because it means he won’t be carrying a whopping 75kg of extra weight as the points leader. It’s only nine kilos, but his 66kg burden going into qualifying and race one could make a difference. But carrying extra weight is something that the Honda proved very adept at Thruxton. While that circuit is always manna for the strengths of the slippery Civic, there will be some more stern tests to come. The knowledge that Cook, his engineer Mick Cook and the team have built up over the last three seasons will all come into play to iron out any rough spots. Cook explains that getting to the point he is at now was a journey. He says: “In 2019, we had no experience with the car and so on a race weekend, we didn’t want to upset the applecart [in terms of chasing set-up] too much because we were in a strong position in the championship. We did a lot of testing at the start of 2020 and we ran loaded until we had a great balance even with the extra weight on it – but I didn’t bloody need to use it because the results were so bad! “We did some more testing over the winter, taking weight in and out, and I ran at media day with full weight. We back-to-backed with my team-mates. On most of our testing, we weren’t worried about lap times, we were just worried about how the car was balanced. We have learned a lot. We have a better car than we previously have had, and I think the car deals with the weight better than it has had before. We proved that at Thruxton.” To mount the title charge that he is so desperate for, he now just has to prove that for nine more weekends. ■



Thruxton was a circuit where Cook won twice



Cutting his teeth with the factory MG attack



Cook has worked hard on the car balance



Cook: Clio runner-up, 2014

CV

Josh Cook
DOB: June 15, 1991
Age: 29
From: Bath

2021: Second in the BTCC points after a double win at the season-opener at Thruxton in the BTC Racing Honda Civic Type R FK8

2020: Ninth in the standings with three wins in a BTC Racing Honda Civic FK8
2019: Fourth in the BTCC table with three wins in a BTC Racing Honda Civic FK8
2018: Two-time race winner on his way to sixth in the BTCC with Power Maxed Racing in a Vauxhall Astra
2017: Switched from a Team Parker Maximum Motorsport Ford Focus to a

MG6 GT halfway through the season. Finished 18th in the standings.
2016: Finished 12th in the points in an MG Racing MG6
2015: Makes BTCC debut with Power Maxed Racing Chevrolet Cruze. Scored a podium at Rockingham and was 15th in the points
2014: Renault UK Clio Cup, runner up

with SV Racing; one-off meeting for SVR in Ginetta GT4 Supercup
2013: Fifth in the Renault UK Clio Cup with one win with the JHR team
2012: Raced for 20Ten team in the Renault UK Clio Cup, fifth in the points with two wins
2011: Runner up in the Production Touring Car Trophy, Class A in

Renault Megane with Cooksport
2010: Part-season in the Renault UK Clio Cup with Westbourne Motorsport; one podium, 16th in the points; 750MC Stock Hatch series, title winner (Citroen Saxo)
2009: Stock Hatch with Citroen Saxo, fifth
2008: Saxmax Championship, third, one victory

WRC REPORT: RALLY ITALY

OGIER KEEPS CONTROL IN ITALY AS THE WHEELS FALL OFF THE HYUNDAI WAGAON YET AGAIN

Toyota to the fore again as Tanak misses out on a golden opportunity for revenge. By Nick Garton



Ogier was able to control the pace in Sardinia



Ingrassia (l) and Ogier consolidated the WRC lead

Broken cars and broken hearts are typical outcomes in Sardinia but, on the World Rally Championship's Italian round, the brutal island roads belonged to one man: seven-time WRC champion, Sebastien Ogier.

As the championship leader, Ogier's Toyota was first car on the road through the opening day which, of course, meant sweeping some of the grizzliest gravel stages that the WRC encounters each year.

The Frenchman felt that anything higher than eighth place at the end of the day would be a big achievement, but after eight stages he was third following a sublime day's work.

One advantage that the Sardinian stages hand to the first car on the road is that its tyres are less exposed to the super-abrasive rock that lies beneath the gravel.

This means that, while their tyres lack grip, the road sweeper's rubber can be kept fresher for longer and the supercomputer that manages Ogier's fingertips and footwork took care of the rest.

Not once was Ogier outside the five fastest times through any of the first day's stages. The only thing that overshadowed his achievement was the manner in which Ott Tanak had set about the business of establishing a truly mammoth lead.

Hyundais usually set the pace on gravel, as Tanak had shown in Portugal 10 days earlier when sailing towards an unchallenged victory... until the right rear corner fell off his i20 WRC, that is.

RESULTS

World Rally Championship round 5/12

Event: Rally Italy Where: Sardinia When: June 3-6

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Sebastien Ogier/Julien Ingrassia	Toyota Yaris WRC	3h19m26.4s
2	Elfyn Evans/Scott Martin	Toyota Yaris WRC	+46.0s
3	Thierry Neuville/Martin Wydaeghe	Hyundai i20 Coupe WRC	+1m05.2s
4	Takamoto Katsuta/Daniel Barritt	Toyota Yaris WRC	+6m11.2s
5	Jari Huttunen/Mikko Lukka	Hyundai i20 Coupe R5	+9m31.7s
6	Mads Ostberg/Torstein Eriksen	Citroen C3 Rally2	+10m37.7s
7	Yohan Rossel/Alexandre Coria	Citroen C3 Rally2	+10m37.7s
8	Pepe Lopez/Diego Vallejo	Skoda Fabia Rally 2 evo	+11m03.7s
9	Jan Solans/Rodrigo Sanjuan de Eusebio	Citroen C3 Rally2	+11m26.3s
10	Marco Bulacia Wilkinson/Marcelo Der Ohannesian	Skoda Fabia Rally 2 evo	+11m34.6s

WRC2: Huttunen/Lukka; WRC3: Rossel/Coria. Championship: 1 Ogier 106; 2 Evans 95; 3 Neuville 77; 4 Tanak 49; 5 Katsuta 48; 6 Kalle Rovanpera 44, etc

Next rally: Safari Rally Italy, June 24-27

Thus the Estonian's blood was up in Sardinia after a disappointment of such magnitude and he set about getting his title hopes back on track with gusto.

Tanak dominated the first loop of four stages and would add SS5 to his tally before team-mate Dani Sordo lit the blue touchpaper and won the last three stages of the day.

Sordo, the winner in Sardinia in both 2019 and 2020, battled the Toyotas of Ogier and Elfyn Evans gamely all day while the Hyundai team's most consistent podium finisher of the year, Thierry Neuville, was stuck in the midfield and struggling for pace.

The Belgian claimed to be uncharacteristically nervous about pushing too hard on the first day, losing time to a puncture and revealing that his car was fitted with softer dampers that were being tested for the Safari in three weeks' time.

On Saturday afternoon, Neuville's car was put into a more traditional

configuration to try and close the gap between himself and the podium battle, but by then Evans had hit his stride and soon passed Sordo for second.

Second place? Yes indeed, because on the final stage of Saturday morning's loop, Tanak was out.

The Estonian had delivered another crushing performance, extending his lead from 19.4 seconds overnight to 40.5s after SS11. Then on SS12, having backed off to conserve his titanic advantage, he happened across a rock that had been dragged out of the ditch by a preceding car and it completely knocked the left-rear wheel off.

Hyundai team principal Andrea Adamo was almost lost for words. "In this moment I have really to dig and sadly I found [this is] the worst moment in my life," he said.

Adamo's gloom was so deep because, with the exception of Tanak's victory on the Arctic Rally, Hyundai has fallen short on four of the five rounds of this year's WRC so far.



Tanak was unlucky to hit a stray rock, which took him out of the lead

This was the team's third rear suspension breakage in two rallies, all of which came after hitting apparently innocuous obstacles. Doubtless some firm questions will be asked in the post-mortem on Hyundai's Sardinian performance, but more drama was to unfold.

Tanak's demise put Ogier through into a lead which he was never likely to surrender. Hyundai's misery was then compounded on SS15 when Sordo crashed out after running wide and catching his right-rear wheel between a ditch and the edge of a farm track, tearing it off and flipping the car onto its side.

With Neuville trailing in third, Toyota cantered towards its fourth win and ninth podium finish in five rallies, compared to Hyundai's single win for Tanak on February's Arctic Rally among only five podium places.

This left a gentle tour to the finish for Ogier on Sunday, with Evans in second, Neuville an impotent third and Takamoto

Katsuta equalling his career-best finish of fourth place in his Yaris WRC. They were also the only WRC runners still in contention.

As ever, Sardinia proved to be a trial by fire and its casualties were numerous. Kalle Rovanpera retired his Toyota on Friday morning with suspension damage, Teemu Suninen crashed out on the first stage in his M-Sport Fiesta, while team-mate Gus Greensmith's transmission broke on SS8 and then his electrics failed on SS12.

Pierre-Louis Loubet's second-string Hyundai was the final casualty. Such a toll denied Sardinia the same sparkle that we saw last year, but there remained the prospect of repaired cars making it out for a run at the bonus points in the rally-ending Powerstage.

Hyundai sent Neuville, Tanak and Sordo out to bat and they finished first, second and fifth respectively. Both leading Toyotas struggled with the spectator-friendly watersplash, with



Thierry Neuville rescued some pride for Hyundai but he had no answer to the flying Yaris pair ahead



Rising Japanese star Takamoto Katsuta finished in a career-best fourth position for the Toyota squad

Evans stalling and losing 18 seconds, but came home safely.

In such an evenly-matched field, Toyota now holds a towering 49-point advantage in the manufacturers’ standings, while Ogier’s progress towards an eighth drivers’ title is beginning to look ominous to his rivals.

Drivers’ titles do not count to Hyundai, which only competes in the WRC to beat Toyota in some of the ripest markets for selling its road cars. All eyes will therefore be on taking victory in Kenya; the crown jewel to Japanese manufacturers in previous generations.

The drivers’ title was however foremost in the mind of delighted winner, Ogier. “It’s been an incredible weekend,” he said.

“Coming here, first on the road, we were thinking, you know, better stay home it’s going to be a shit weekend! But... we had an amazing day on Friday, and yesterday got back up to the top so it’s very good for the championship.”

ROSSEL LEAPS TO THE TOP IN WRC3 WITH DOMINATION

Frenchman Yohan Rossel extended his advantage in the WRC3 standings after a commanding win in Sardinia, his second of the season after taking class honours in Monte Carlo.

Rossel’s Citroen was the early leader before Kajetan Kajetanowicz urged his Skoda through and led until the last stage on Friday evening when he slid off the road.

Rossel was able to build a advantage over his nearest challengers, Spaniards Pepe Lopez and Jan Solans, who made their debut appearances on the WRC3 podium after measured runs in their Skoda and Citroen entries respectively.

Britain’s Chris Ingram had been in fourth place for much of the rally, but a water leak from the engine of his Skoda



Kajetanowicz: ruing mistake

on the penultimate stage put him out of the running. Ingram’s misfortune would have promoted Alberto Heller’s Citroen to fourth but he was busy barrel-rolling across the landscape, which in turn allowed Skoda driver Fabrizio Zaldivar through to claim his career-best finish.

Rossel has not failed to reach the podium so far in 2021 and now holds a 34-point lead over Kajetanowicz.

Photos: mcklein-imagedatabase.com

POTTY-MOUTHED OSTBERG LEAVES WIN TO HUTTUNEN

Sardinia delivered the fourth different WRC2 winner from five events and a contentious penalty for a potty-mouthed outburst from the category’s defending champion.

Points leader Andreas Mikkelsen returned after being benched by a positive Covid test before Portugal. He won SS3 but on the next stage he rolled and broke his Skoda’s rollcage.

Adrien Fourmaux returned for M-Sport, but attempting to drive his Rally2 Fiesta like a WRC car caused him to go out, while Nikolay Gryazin’s VW Polo also stopped early.

This left a hare-and-tortoise contest between Mads Ostberg’s Citroen and Jari Huttunen’s Hyundai, with Marco Bulacia’s Skoda in third and Czech legend Martin Prokop’s Fiesta a popular fourth.

Ostberg built a 25s cushion by SS12 but then disaster struck when a crossmember bolt came off on the next road section, obliging the amiable Norwegian to retrieve his wheel and rebuild the car. Twice.

This earned a 60-second penalty for late check-in, putting Huttunen in front. Despite brake issues, Ostberg hunted him down on Sunday morning but was immediately struck with a puncture, which sent his temper into the stratosphere.

The WRC’s hapless commentary team stepped forth to ask Ostberg for his feelings... and got them.

“I’m so f***ing annoyed. All the things happening all the time. These f***ing shit tyres; I touch absolutely nothing, straight away I have a puncture. F***ing hell! I’m so f***ing tired!”

Huttunen won. Ostberg finished second but earned a €1000 fine and suspended 25-point penalty for ‘abusive language’.



Huttunen made sure that WRC2 maintained its variety

GREENSMITH PLEASED WITH PACE, NOT RESULTS, IN ITALY

After all the excitement surrounding Adrien Fourmaux’s stellar debut outings for M-Sport’s WRC squad, it might be easy to overlook Gus Greensmith’s progress in 2021.

Many drivers will not be sorry to see the back of Sardinia for another year, but Greensmith had laid the groundwork to equal or better Fourmaux’s startling form before gremlins got to work on his car.

Without the luxury of having tested for the event or the Svengali-like presence of Chris Patterson in the co-driver’s seat, the 24-year-old Mancunian was under pressure at the start.

The ante was upped still further when Teemu Suninen rolled out of the opening stage, pinning the team’s hopes on him. Nevertheless, Greensmith and returning Scottish co-driver Stuart Loudon calmly dialled themselves in through Friday’s opening four stages.

After service, the pace was there to start making inroads towards Toyota’s increasingly impressive protégé Takamoto Katsuta which, if the rally Gods had been smiling, would have been a nip-and-tuck battle for fourth place at the finish.

But then, off the line on SS8, the Fiesta’s transmission grenaded itself and the momentum which Greensmith had assiduously built around his Rally Italy performance dissipated in a dust cloud. After restarting on Saturday, that momentum rapidly started to build again until an electrical fault curtailed his recovery drive.

“I think I was pretty happy with my driving this weekend, one or two stages were particularly good,” said Greensmith, remaining commendably upbeat.

“Clearly mine have been isolated incidents and in review and planning for the next event we will be able to move forward and keep aiming to get in amongst the top five.”

Shorn of the dour, self-critical persona that blighted his early WRC career, M-Sport is clearly moulding another very handy youngster. Don’t bet against Greensmith claiming the team’s best finish this season.



Despite not making the end, Greensmith was encouraged

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RACING REPORTS

Photos: mnpics.net, 5 Nations Rallycross

NATIONAL HOT RODS: IPSWICH BY GRAHAM BROWN

MAY 31

WOOD'S WINNING WARM-UP

With the Nationals returning to the world final venue for the first time in 2021, Billy Wood had the best possible warm up for an attempt at regaining the title, taking the final as well as podium finishes in both heats. Big talking point of the meeting though, was the pace of 2.0 Hot Rod convert Paul Wright.

Sam Gray made a great getaway in the opener and built a sizeable cushion thereafter. Although tracked initially by Lance Bowen, Ivan Grayson and Stuart McLaird it was soon clear that debutant Wright and Billy Wood were the fastest men on track.

In the closing stages Grayson and McLaird were catching Gray, but Wright and Wood were coming even faster, both men taking McLaird but just failing to dislodge Grayson. Wright copped one of a raft of penalties for contact in any case but had definitely laid down a marker.

With the grades reversed as usual for heat two Wright now had 17 starters ahead of him while Wood was starting almost last.

Grayson went straight out front from

Brett Collison but attention centred on what was happening much further back, where Wright was slicing through the field. He was eighth by mid-distance and fourth when the yellows flew for a multi-car crash on the exit from Turn 2. With the field closed up by the caution, Wright pounced at the green and raced into second, sweeping round the outside of the leader. Despite smacking the wall he kept his foot hard in it to take the lead and his first win coming off the final turn. Wood's third spot was also noteworthy and it seemed a certainty both men would be in the vanguard for the final.

Of course, that reckoned without Yarmouth final winner, Rob McDonald. Following an overnight engine change, he may have been having a quiet afternoon by his standards at Foxhall – but he was still on row three.

Poleman Grayson shot into the lead while Wood snuck under Wright followed by McDonald and Sibbald in a fraught few laps peppered with black crosses.

Wood was soon clear in the lead and Wright quickly disposed of Grayson



Billy Wood had strong pace at the all-important Foxhall

and Sibbald, but the two leaders were gone by then. Wood, McDonald and Wright remained well spread out for the duration, their order only affected by a contact penalty for McDonald elevating Wright to second and Chris Haird to third.

Results

Organiser: Spedeworth **When:** May 31 **Where:** Foxhall Raceway, Ipswich **Starters:** 34
Heat one: 1 Sam Gray (Peugeot 206cc); 2 Ivan Grayson (Vauxhall Tigra); 3 Billy Wood (Vauxhall Tigra); 4 Stuart McLaird (Ginetta G40R); 5 Paul Wright (Vauxhall Tigra); 6 Lance Bowen (Vauxhall Tigra); 7 Jason Cooper (Peugeot 206cc); 8 John Sibbald (Vauxhall Tigra). **Heat two:**

1 Wright; 2 Grayson; 3 Wood; 4 Colin Hitch (Peugeot 206); 5 Rob McDonald (Vauxhall Tigra); 6 Carl Waller-Barrett (Vauxhall Tigra); 7 Gray; 8 Sibbald. **Final:** 1 Wood; 2 Wright; 3 Chris Haird (Vauxhall Tigra); 4 McDonald; 5 Waller-Barrett; 6 Sibbald; 7 Gavin Murray (Vauxhall Tigra); 8 Aaron Dew (Ginetta G40R); 9 Perry Cooke (Vauxhall Tigra); 10 Jack Blood (Vauxhall Tigra). **Points:** 1 McDonald 351; 2 Haird 316; 3 Wood 311; 4 Gordon Alexander 281; 5 Cooke 277; 6 Dew 276.

NATIONAL HOT RODS: YARMOUTH BY GRAHAM BROWN

MAY 30

MCDONALD TAKES FIRST BLOOD



McDonald won the final despite suffering a blown engine right at the end

In what felt like almost a return to normality the Nationals got in two meetings over the May bank holiday, returning to action at Yarmouth on the Sunday.

The Caister track saw Rob McDonald in the thick of the action, the World champion finishing a narrowly-beaten second to Dick Hillard in heat two before staggering over the line to win the final with a blown engine.

Front row starter Alistair Lowe snatched an immediate first heat lead. With none of the placemen catching him Lowe was able to get his head down, steadily building a lead of more than a quarter of a lap. It was Lowe's first ever win in NHRs, six years to the day since his debut.

Heat two was much more frenetic. Tommy Miller stepped off the line first before losing out in Turn 1 to Lance Bowen. But with his confidence clearly soaring after the first race, Lowe dived through to take it up along the back straight.

Lowe had towed Dick Hillard up with him though, the seasoned campaigner just sitting alongside until he hit the front.

That might have been that but for McDonald. The gold-roofed Tigra had been carving through the field from the start seemingly passing everything at will. The leader proved a tougher nut to crack and, despite the pair spending the last four laps side by side, it was still just Hillard's win at flag fall.

McDonald's second row start in the final appeared to make the win entirely predictable and, sure enough, a single tour was sufficient for him to hit the front. He quickly pulled out a big lead over Hillard but all eyes were on Perry Cooke who was ripping through the pack, eventually taking up second as he and Hillard rounded the pit bend.

The rest of the race looked just a question of whether Cooke could make any ground on McDonald as they ploughed through

backmarkers. The answer to that was not much, until suddenly, instead of being around a quarter of a lap back, the youngster rushed up to within a few car lengths.

The leader was being followed by a thin trail of grey smoke and was clearly in trouble, McDonald shutting down his blown motor the moment he passed the chequers.

Results

Organiser: Spedeworth **When:** May 30 **Where:** Yarmouth Stadium **Starters:** 23
Heat one: 1 Alistair Lowe (Vauxhall Tigra); 2 Ivan Grayson (Vauxhall Tigra); 3 Lance Bowen (Vauxhall Tigra); 4 Sam Gray (Peugeot 206cc); 5 Mark Shelper (Peugeot 206cc); 6 Perry Cooke (Vauxhall Tigra); 7 Billy Wood (Vauxhall Tigra); 8 Chris Haird (Vauxhall Tigra). **Heat two:** 1 Dick Hillard (Vauxhall Tigra); 2 Rob McDonald (Vauxhall Tigra); 3 Stuart McLaird (Ginetta G40R); 4 Lowe; 5 Gavin Murray (Vauxhall Tigra); 6 Shelper; 7 John Sibbald (Vauxhall Tigra); 8 Andy Lane (Ginetta G40R). **Final:** 1 McDonald; 2 Cooke; 3 Hillard; 4 Murray; 5 Wood; 6 Aaron Dew (Ginetta G40R); 7 Lowe; 8 Gordon Alexander (Vauxhall Tigra); 9 Shelper; 10 Bradley Dines (Vauxhall Tigra). **Points:** 1 McDonald 320; 2 Haird 304; 3 Alexander 281; 4 Cooke 270; 5 Wood 268; 6 Jason Kew 264.

5 NATIONS BRITISH RALLYCROSS: LYDDEN HILL BY HAL RIDGE

MAY 31

TOHILL EXPLOITS SCOTT MISFORTUNE FOR VICTORY

Andy Scott twice set fastest times in the second round of the British Rallycross Championship 5 Nations Trophy on Bank Holiday Monday, but that didn't tell the story of the Dumfries driver's day nor the outcome of the final.

Fastest in free practice by setting the best time on his second lap, Scott pulled off early in the run with a blown turbo on his Peugeot 208 Supercar. With the truncated timetable of the single-day event, the Albatec squad missed both Q1 and Q2 while repairing the car. Returning to the circuit for Q3, Scott again set the pace, delivered the fastest lap time of the weekend and won the session.

Despite having qualified last, Scott was back in contention and

a storming drive took him to race victory in the semi-finals. With their days going in the opposite direction at the semi stage, top qualifier Mark Donnelly was slowed with a broken turbo on his Citroen DS3, while Derek Tohill made a poor start and eventually finished third.

It was all change again in the final. Roger Thomas started on pole position despite his car having caught fire as it crossed the finish line while winning the first semi-final, but by halfway through lap one, it was sixth-place starter Tohill who lead, Thomas running wide at the Devil's Elbow for Tohill to seize the advantage.

Another fast starter, Ollie O'Donovan, had also suffered

boost issues in the semi-finals but took the joker on lap one and set about chasing the leaders. The champion cleared all but Tohill as the jokers played out, the race leader returning to the main circuit ahead of his compatriot on lap five.

O'Donovan tried a move on the double European champion into Devils Elbow before becoming embroiled in a frantic trip into, through and out of the North Bend Hairpin with Andy Scott in the fight for second.

While Tohill ran clear up front to claim his fifth British Rallycross career win, O'Donovan and Scott completed the podium. Tristan Ovenden suffered broken suspension on the final lap and was then

collected by Thomas in the last corner, gifting Donnelly and Julian Godfrey, who both had issues, fourth and fifth spots.

Paige Bellerby won in the Supernational class while Max Langmaid won the Junior final.

Results

5 Nations British Rallycross Round 2: Supercar: 1 Derek Tohill (Ford Fiesta) 4m25.805s; 2 Ollie O'Donovan (Ford Fiesta) +1.218s; 3 Andy Scott (Peugeot 208); 4 Mark Donnelly (Citroen DS3); 5 Julian Godfrey (Ford Fiesta); 6 Tristan Ovenden (Citroen DS3); **Supernational:** Paige Bellerby (Lotus Exige); **Junior:** Max Langmaid (Suzuki Swift); **Swift Sport:** Max Weatherly (Suzuki Swift); **Super1600:** Darren Scott (Citroen C2); **BMW Mini:** Dave Bellerby (BMW Mini); **ALL4Mini:** David Bell (BMW Mini); **Retro 4WD:** Andy Grant (Ford Focus); **Super Retro:** John Cross (Lancia Stratos); **Retro:** Terry Moore (Austin Mini); **RX150:** Patrick O'Donovan; **Electro Rallycross:** David Halford (Fiat 500e).



Derek Tohill took lead at Lydden after his joker lap

RACING REPORTS

Photos: Paul Lawrence

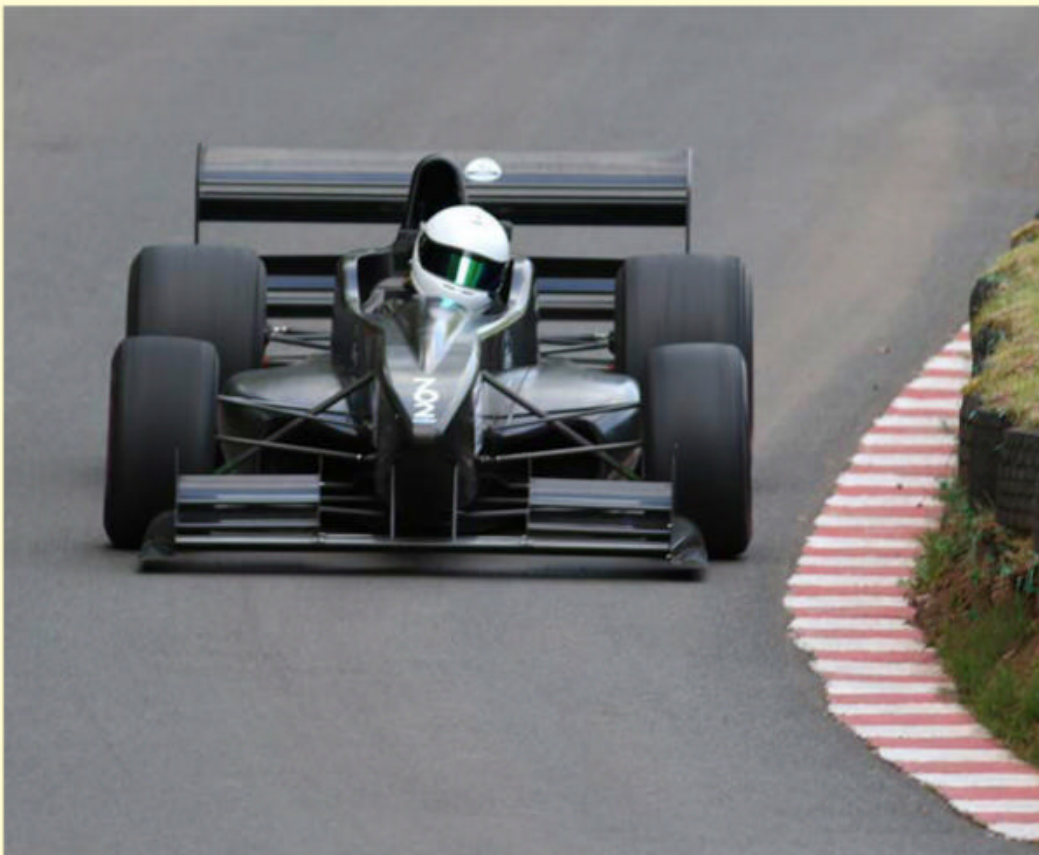
BRITISH HILLCLIMB: SHELSLEY WALSH BY PAUL LAWRENCE

JUNE 5-6

SUMMERS STRIKES FOR DOUBLE TOP AS HILLCLIMB BATTLERS TACKLE SHELSLEY



Gould pushed hard but couldn't match Summers



Firestorm man Summers put one over on champ Wallace Menzies

With the best hillclimbers in the country at the top of their game, the first visit of the season to Shelsley Walsh was always going to be sensational and it was Alex Summers who was the big winner.

During a dry and sunny practice day on Saturday, Sean Gould served notice of his pace with a 23.06-second best and offered the promise of coveted 22s runs on Sunday. But significant overnight rain changed the complexion of the competition as dampness under the trees at Top Ess proved persistent. The lack of

grip claimed four significant scalps through the day and the resulting delays meant that it was 1830hrs when the second run-off ended.

Ultimately, it was Summer's day with two blistering performances in his Cosworth-powered DJ Firestorm. But he had to dig deep on the final run of the day to edge Menzies by just two hundredths of a second in an enthralling battle for victory and championship points. With Gould and Scott Moran within two-tenths of a second of the lead, it was an searing contest. Both Moran and Trevor

Willis did well to catch big moments through the high-speed Kink.

Summers was quick to acknowledge his main rival as he interrupted the Menzies 2021 steamroller of BHC wins. "The car, the team and the driver are all awesome," said Summers of the Menzies squad as they opened up a modest points' margin over the rest of the BHC pack.

Summers took the first run-off by the relatively comfortable margin of 0.44s as Gould pushed Menzies back to third. Moran, Willis and Dave Uren all packed

out the top six as the leading cars made a sensational spectacle on the high speed Worcestershire hill.

Among the smaller-engined cars in the lower reaches of the run-offs, Paul Haimes, David Warburton and Eynon Price were key players as they made up in commitment what they lacked in power.

Meanwhile, stunning commitment from brothers Andy and Adam Greenen put their 1100cc Empire way up the order. Somehow they catapulted the diminutive car into the run offs and

scored points by getting down into the low 25s bracket, which was more than they'd ever dared hope.

Results
Round 7: 1 Alex Summers (2650cc DJ Firestorm-Cosworth) 24.07s; 2 Sean Gould (4000cc Gould GR59JB-Judd) 24.51s; 3 Wallace Menzies (3300cc Gould GR59M-Cosworth) 24.57s; 4 Scott Moran (4000cc Gould GR59J-Judd) 24.74s; 5 Trevor Willis (3200cc OMS 28-RTE) 24.93s; 6 Dave Uren (3500cc Gould GR55B-NME) 25.09s.
Round 8: 1 Summers 23.15s; 2 Menzies 23.17s; 3 Gould 23.22s; 4 Moran 23.36s; 5 Willis 23.75s; 6 Uren 23.76s.

DONINGTON PARK: BARC BY STEVE HINDLE

MAY 31

WILSON AND EVANS SHARE THE THUNDER SALOONS GLORY AT DONINGTON PARK

The sunshine welcomed a festival of classic touring car action from Donington Park on Bank Holiday Monday.

James Card's BMW secured pole in the Classic & Historic Thunder Saloons, only to limp into retirement just seconds after race one's rolling start. This left Andy Wilson's Holden Monaro a comfortable run into the first corner and he was chased all race-long by the BMW of Matty Evans and Ric Wood in the ex-Garth Tander Holden. With the last lap board shown, Evans launched a late challenge into Redgate but carried too much speed and spun out of contention, leaving Wilson

to take the win while Wood followed to make it a Holden 1-2.

Race two was much the same, Wilson defending from Wood whilst Evans probed. Then, as lap nine commenced, Wood's momentum steered him towards a gap during the charge down the straight. Wilson snapped to the inside to cover, contact was made and the leader was pushed into the gravel. Moments later, oil was dumped heading into the chicane, sending cars (including Evans) scattering and causing the race to be red-flagged. With Wood later penalised for unnecessary contact, Evans was awarded the win, Wood was second

and Andy Robinson in the Ford Falcon third.

Deja vu struck in the Kumho BMW opener: the pole position car of James Card once again failing at the start, leaving Brad Sheeham a comfortable win. Card was a determined to make amends in race two but gearbox issues meant he was unable to catch the equally rapid Michael Pensavalle who had also delivered a masterclass in overtaking to get ahead of race one winner Sheeham.

Stuart Coombs inherited the first Super Mighty Minis win after polesitter Ian Slark was penalised for track limits but



Photos: Mick Walker

Wilson and Wood diced in some Aussie V8 heavy metal

reigning champion Slark produced a storming drive in a four-car thriller in race two to make amends.

In both Pre 2003 races, Gary Prebble and AJ Owen took a win each, the Honda men never more than metres apart, but the drive of

the race came from Joe Ferguson in the Pre '66 Mini shared with Tom Bell. Starting at the back of the 28-car grid for race two, Ferguson made an astonishing 23 places on the opening lap as he romped to a five-second margin over Phil Bullen-Brown.

RACE WINNERS

Classic/Historic Thunder Saloons and BOSS
Race 1: Andy Wilson (Holden Monaro)
Race 2: Matty Evans (BMW 1M)

Pre '93 & Pre '03 Touring Cars
Race 1: Gary Prebble (Honda Civic EG)
Race 2: AJ Owen (Honda Civic Type-R)

Pre '66 Touring Cars
Race 1: Tom Bell (Austin Mini Cooper S)
Race 2: Joe Ferguson (Austin Mini Cooper S)

Pre '83 Touring Cars & JEC
Race 1 & 2: James Ramm (Jaguar XJS)

Kumho BMW
Race 1: Brad Sheeham (BMW M3 E46)
Race 2: Michael Pensavalle (BMW M3 E46)

Mighty Minis
Race 1: Stuart Coombs (Super Mighty Mini)
Race 2: Ian Slark (Super Mighty Mini)

CASTLE COMBE: CCRC BY MARCUS PYE

MAY 31

WILSON AND KENT CLAIM FIRST TCR GOLDS ON CATEGORY'S COMBE RETURN

The TCR UK circus returned to Castle Combe after a three-year break on Bank Holiday Monday, putting on a great show for spectators, welcomed back for the first time this season.

Irishman Max Hart's exclusion from the opener for a wheel spacer issue on his Hyundai rewarded plucky veteran Darelle Wilson with his first win.

From the back, Hart hounded down the Kent brothers – defending champion Lewis and Bradley – spectacularly in race

two, but grassy moments, one at ultra-fast Old Paddock, saw the Kent & Essex Motorsport Hyundais remain just beyond reach. Bradley's fine pass unseated his sibling for a maiden victory. Combe saloon frontrunner Alex Kite was fifth in a Maximum Motorsport Cupra fixed after a big whack earlier.

Resident Formula Ford championship leader Oliver White was beaten for the first time, Felix Fisher scoring in the double-header's opener. Second

then, White aced the second race from Fisher and double champion Luke Cooper (Swift), after leader Ben Mitchell (Van Diemen RF99) spun and hit the barrier exiting the Esses.

With older brother Gary racing elsewhere, Adam Prebble arrived from the Citroen C1 24 Hours at Silverstone to win the Saloon race in his Vauxhall Astra turbo from Simon Thornton-Norris (Mitsubishi Colt) and Kite, back in his Audi TT. Prebble's C1 team-mate James Keepin (MG ZR),

unbeaten in Class C in 2021, tops the points.

Ollie Bull landed another solitary GT win, but Alan Hamilton's rapid Westfield clobbered the wall at Tower having glanced off reigning champ Tony Bennett's Caterham is a heady duel for second.

Chris Southcott was let off the Hot Hatch hook when pursuer Tim Adams (Honda Civic) was black flagged for contact with his rorty Peugeot 205 which removed a bumper apiece.

Tony Cooper (Citroen Saxo) and Darren Duffield (Mini Cooper S), promoted when rookie rocket Owen Hillman was penalised for a yellow flag infringement, completed the podium.

Steve McDermid extended his unbeaten MGOC run to five races, twice outrunning Steve Darby and Dave Mellor. A clutchless Martin Morris and Richard Wildman won the Midget and Sprite Challenges. Pippa Cow and Tom Walker emerged atop combative Class E.

RACE WINNERS

Touring Car Trophy/TCR UK
Race 1: Darelle Wilson (Vauxhall Astra TCR)
Race 2: Bradley Kent (Hyundai i30 N TCR)

Castle Combe Formula Ford
Race 1: Felix Fisher (Ray GR05)
Race 2: Oliver White (Medina JL17K)

Castle Combe Saloons
Adam Prebble (Vauxhall Astra turbo)

Castle Combe Hot Hatch
Chris Southcott (Peugeot 205)

Castle Combe GT
Oliver Bull (Vauxhall Tigra-Ford turbo)

MG Midget and Sprite Challenge
Race 1: Martin Morris (Midget)
Race 2: Richard Wildman (Midget)

MGOC Races 1&2: Steve McDermid (ZR)

RACING REPORTS

Photos: Steve Jones

CADWELL PARK: HSCC BY MARCUS PYE JUNE 5-6



Park held on to claim the first Historic FF2000 win from Simms



Jackson was loaded with silverware after Cadwell

JACKSON MADE TO WORK TO KEEP HIS PERFECT RECORD

Cameron Jackson extended his unbeaten 2021 Formula Ford record to 10 races over three events in Historic and Classic disciplines as the HSCC action moved on from Snetterton and Silverstone to MSV’s picture-postcard Lincolnshire venue, Cadwell Park, last weekend.

But the Winkelmann-mounted multiple champion was shell-shocked to be challenged at every turn on home soil by young Samuel Harrison (Elden Mk8). Yorkshireman Harrison sat in

Jackson’s wheeltracks, in the Historic finale, then squeezed ahead spectacularly on the inside of Charlie’s, only to run out of track and yump into the service road with a wallop. Horatio Fitz-Simon (Merlyn Mk20A) was hampered by a flat-sounding engine on his Cadwell debut, but gratefully grabbed second on Harrison’s demise. Forty two years after he aced the European championship, Adrian Reynard, 70, won Sunday’s Historic FF2000 qualifying heat in a sister 79SF in period colours.

He and Ben Glasswell, who topped Saturday’s repechage, climbed to sixth and seventh in the second points race. Also driving Reynards, returnee Andy Park outfoxed Benn Simms to win the first, but Simms retaliated on Sunday. Racing Jim Blockley’s ex-Ken Sedgley Chevron B17, Simms won both legs of the annual Justin Haler Trophy race by a long way from Jason Timms (Brabham BT21). Cousin Jeremy Timms clouded the bank at the Gooseneck while leading Simms by a length

on Saturday. Ian Bankhurst (Alexis) and Mike Scott (Brabham BT28) netted third positions. Peter de la Roche and Adrian Russell ran away from the opposition for Historic Formula Junior doubles over representative multi-marque front and rear-engined grids respectively. Kevin Kivlochan landed a Road Sports treble in Richard Walbyoff-prepared V8s. ‘KeKi’ wrestled his brutish AC Cobra boldly at the head of the Historic packs, and won the first ’70s counter in his Morgan Plus 8 after coil failure

silenced Will Plant’s. Plant blasted from 26th to second on Sunday, only fast starter Julian Barter’s TVR V6 beyond reach. Mark Charteris was invincible in Classic Clubmans, setting the weekend’s best lap – a scorching 1m27.672s (89.80mph) – after initial leader John Harrison broke in the curtain closer. Swiftest FF1600-engined runner was Tommy Eustace who won Sunday’s opener after a huge spin. When he retired from the sequel, hospital anaesthetist Stephen Littler scored.

RACE WINNERS

Classic Formula Ford
Races 1&2: Cameron Jackson (Winkelmann WDF2)

Historic Formula Ford
Races 1&2: Cameron Jackson (Winkelmann WDF2)

Justin Haler Trophy Historic F3
Races 1&2: Benn Simms (Chevron B17)

Historic Formula Ford 2000
Race 1: Benn Simms (Reynard SF77); **Heat:** Ben Glasswell (Reynard SF77); **Race 2:** Andrew Park (Reynard SF81); **Heat:** Adrian Reynard (Reynard SF79)

Historic Road Sports
Races 1&2: Kevin Kivlochan (AC Cobra)

70s Road Sports
Race 1: Kevin Kivlochan (Morgan +8); **Race 2:** Julian Barter (TVR 3000M)

Historic Junior, front-engined
Races 1&2: Peter de la Roche (Lola-Ford Mk2)

Historic Junior, rear-engined
Races 1&2: Adrian Russell (Lotus-Ford 22)

Classic Clubmans
Races 1&2: Mark Charteris (Mallock Mk21)

BRANDS HATCH: BARC BY BRIAN PHILLIPS JUNE 5-6

SMITH KICKS OFF HIS SEASON WITH A TREBLE

Photo: Gary Hawkins



Last year’s winner Ryan Smith was in imperious form at Brands

Trucks returned to Brands Hatch for the first time since November 2019 on a busy weekend of 23 races. Closely matched Pickup trucks gave spectators the best racing, but their senior five-ton BTRA cousins were responsible for much of the drama. Over the whole weekend, too many races suffered from caution periods and red flag stoppages. BTRA defending champion Ryan Smith is aiming for his sixth title in a row, and started in perfect style with wins in the first three of five races. Handicapped by truck racing’s policy of grids based on reversed finishing order from race two onwards, he didn’t win again but still netted valuable points while Martin Gibson and Mark Taylor

took the chequered flag. Pickup winners were defending champion (from 2019) George Turiccki and Michael Smith, both part of a long queue of contenders circulating nose-to-tail for much of their races. The Legends national championship regularly boasts two heats and a final on each day of Brands truck meetings, but after numerous interruptions, the best was saved to last. An exciting Sunday finale was won by Paul Simmons, who made an early break and beat off huge pressure as the day’s top points scorers fought their way to the front from the back of the grid. Former champions Miles Rudman and John Mickel and double heat winner Will Gibson had to settle for places in a five car

bunch covered by 0.816s. Supporting races were in two groups, six seen only on Saturday and four on Sunday. Huge grids contested the Mini Challenge Cooper Class on Saturday and there was another win for early season star Matt Hammond and for Joe Wiggins after Hammond rolled his car into retirement in race two. Steve Burrows and Ray Harris took the honours in a pair of Intermarque Silhouette races, and Brad Sheehan was double BMW winner. Low-speed Sunday races for Citroen 2CVs were both dominated by Pete Sparrow, while Steve McDermid had one decisive MGOC victory but later had to settle for second among a quartet of MG ZR saloons, William Sharpe taking the win.

RACE WINNERS

Truck Racing Championship
Races 1, 2 & 3: Ryan Smith (Mercedes Actros); **Race 4:** Martin Gibson (MAN TGX); **Race 5:** Mark Taylor (MAN TGA)

Pickup Trucks
Race 1: George Turiccki; **Race 2:** Michael Smith

Legends National
Race 1 & 4: John Mickel; **Race 2 & 5:** Will Gibson; **Race 3:** Stephen Whitelegg; **Race 6:** Paul Simmons

Mini Challenge Cooper Class
Race 1: Matthew Hammond; **Race 2:** Joe Wiggins

Intermarque Silhouettes
Race 1: Steve Burrows (Vauxhall Tigra); **Race 2:** Ray Harris (Ginetta G40)

BMW Championship
Races 1 & 2: Brad Sheehan (E46)

Citroen 2CV Championship
Races 1 & 2: Pete Sparrow

MG Owners Club Championship
Race 1: Steve McDermid (ZR); **Race 2:** William Sharpe (ZR)

SNETTERTON: MSVR BY JASON NOBLE JUNE 5-6

FOUR ON THE SPIN FOR NEARYS IN DRAMATIC GT CUP ENCOUNTERS

Four wins from four was a good haul from Snetterton for the Richard and Sam Neary Mercedes AMG GT3. The two pitstop races were straightforward enough, a handful of laps to pass Lucky Khera’s Lamborghini Huracan following the pit phase in the final race the only time they weren’t out front. But the sprint races provided the most action behind. Richard

Chamberlain (Porsche 935) and John Seale’s Lamborghini Huracan touched on track in the opener, which Khera made the most of to finish second. Khera did it again in race two, this time dispatching the Brabham BT62 of Paul Bailey at Palmer. Seale’s weekend went from bad to worse when his tussle with Bailey for the final podium spot got

physical, contact spearing Seale off into the barriers and Bailey forced to pit. Seale was deemed at fault, and handed six penalty points and a disqualification from the event. Fresh from two sturdy wins while his rivals scrapped for the lesser podium spots, Phil Jenkins put in a spirited display in the third 7 Series 420R race from 10th to first.

He seemed to find the grip others couldn’t on the slowly dampening track from the Sunday afternoon drizzle, snatching the lead from Jamie Bashall down the Bentley Straight to seal the win. In the 7 Series 1600s, the slipstreaming of the Caterhams was more evident as Jay McCormack duelled with Andy Perry in the first race and David Yates in the

second, trading the lead every lap seemingly. But it was Perry, recovering from engine power problems in race two, and David Yates overcoming race one misfires that did the business in race three, settled in Yates’s favour when he just snuck out of the slipstream tow out front that left Perry having to concentrate on defending from Gary Smith.

RACE WINNERS

GT Cup
Race 1: Richard Neary (Mercedes AMG GT3); **Races 2 & 4:** Richard Neary/Sam Neary (Mercedes AMG GT3); **Race 3:** Sam Neary (Mercedes AMG GT3)

7 Race Series – 1600
Races 1 & 2: Jay McCormack (Caterham 1600); **Race 3:** David Yates (Caterham 1600)

7 Race Series – 420R
Races 1, 2 & 3: Phil Jenkins (Caterham 420R)

Clubmans Sports Prototype Challenge
Race 1: Clive Wood (Mallock Mk23); **Races 2 & 3:** Cody Tree (Phantom P94)

Porsche Club
Race 1: Peter Morris (Porsche 997 C2S); **Race 2:** Simon Clark (Porsche Cayman S)

GPR Trophy
Race 1: Jack Sycamore; **Race 2:** Neil Huggins

911 Challenge
Robert Hollyman

COLUMNIST

JESSICA HAWKINS



The up-and-coming racer has another shot at making a mark in the BTCC this weekend

Photos: Mike Hills, Motorsport Images, Jakob Ebrey



Hawkins raced in the BTCC in 2020

Having known British Touring Car Championship driver Andy Neate and his family for a good few years, I received a call from him two weeks ago asking if I was available on the weekend of the next round of the BTCC and I said yes.

I did not expect his response to be 'I would quite like to sit Snetterton out, and I'd really like to put you in the car'. Obviously, he didn't need to ask twice. Andy has decided to sit out one round of the championship and I will be plugged in to his Motorbase Performance Ford Focus for this weekend's races.

The British Touring Car Championship is where my heart is at. To get the opportunity to race in the championship again thanks to Andy is amazing.

I had a chance in the BTCC last season thanks to Power Maxed Racing when I raced the Vauxhall Astra at Snetterton. It was a short-lived one-round-only appearance, but that was the nature of the deal. That weekend seemed to come and go way too soon for me, so to get the opportunity again is something I am really looking forward to.

In terms of preparation, I have not driven a front-wheel-drive racing car since that one-off at Snetterton in October last year. Before my

first BTCC meeting, I did have a test day in the car which was quite close to the actual race weekend in terms of timing, so I got up to speed. I was ready for that, but I will be going into this weekend's race without any mileage.

While I was more prepared last time in terms of familiarising myself with the cars, I was going into a new race weekend in a new championship. This time, I will know a bit more about what to expect and I have had a BTCC race weekend under my belt so that should work in my favour.

I have wanted to be on the BTCC grid for so long, and the fact I am not there as a full-time driver is not through a lack of trying. I have searched for so long to find the budget to be there, but it has not come off yet.

It will be great to have two females on the grid. It hasn't happened in recent times (not since the days of the BTCC Production class in 2001) and Jade Edwards at BTC Racing is a great competitor, but it is not just her I am looking out for. I have got my eyes on beating everyone else on the grid that I can.

There will not be anyone else in the line-up who is in the same position as me, having stepped into the series for a one-off, so I will be my own benchmark in terms of pace, but I will do the best job I can. I have a great team behind me in Motorbase Performance. They will put everything into it, and I will too.

Obviously, I am only ever going to be happy with one result! It is a little bit unlikely to be expecting wins so, looking at it, I want to be in the top 15 and near the top 10. I know that is going to be very hard to achieve given how close the BTCC is, so as much as I want to win, I have to be realistic. As long as I do myself justice, the team justice and Andy justice, then I will be pleased.

The way I am looking at it is that it is another chance to make myself attractive for a team to consider me as part of its line-up in the future for a full season, maybe next year or in years to come. If I achieve that, then I will be happy.

As well as the BTCC, I have got the W Series to look forward to again this year after my first season in 2019. A few weeks ago, the wait for the season to start felt like agony after not racing full-time last year, but the kick-off is coming around soon now.

My preparations are well underway, and we are racing on the Formula 1 support bill. It's great, because I am an ambassador for the Aston Martin Racing team. What a platform to race on and it is an opportunity that I am unlikely to get again. Everyone has to stay in their bubbles, of course, but I'd like to think that a few of the boys and girls in Aston Martin green will be cheering me on from the pitwall. I have plenty to smile about already for 2021.

Racer has W Series campaign to look forward to as well



Hawkins will take the wheel of the Ford Focus

"I want to do the best job I can for myself, for Andy and for the team"

WHAT'S ON

YOUTUBE

Derek Daly's Formula 1 bow endured in the memory. It was in the non-championship Silverstone International Trophy in 1978, and the March weather did its worst. The elements for this one have to be seen to be believed.

And Daly, this week's readers' Q&A guest, just two years on from being a Formula Ford driver, from starting seventh seized first from James Hunt's

McLaren within three corners. And YouTube has extended highlights, including interviews with Hunt, Niki Lauda, Ronnie Peterson and Mario Andretti by a dashing Alain de Cadanet. Murray Walker and Peter Gethin provide comms. It's at youtube.com/watch?v=DxwuTMrvftc or via searching: '1978 Silverstone International Trophy (Non-Championship F1 Race)'.

Graham Keillor



Daly walked on water

TV GUIDE

If you've been otherwise detained lately from watching motorsport then TV this week offers plenty of chances to catch up. This starts with this weekend's IndyCar double-header from Detroit's Belle Isle track, as on Tuesday on Sky Sports F1 there are highlights. Race one's coverage is at 2100hrs-2200hrs and it's followed by race two at 2200hrs-2300hrs. They're shown again on Wednesday.

This evening (Thursday) there's a chance to watch with the best of the World Rally Championship's Rally Italy, on ITV4 at 2000hrs-2100hrs, and it's repeated at 0955hrs-1100hrs on Sunday before Snetterton's live British Touring Car Championship action gets going.

Eurosport has a load of Formula E catch-up coverage, headlined by a mid-season review of the ongoing campaign on Monday at 2200hrs-



There's two IndyCar races

2300hrs on Eurosport 2, that's repeated a couple of times on Tuesday. There's also specific-race action on Eurosport 1, with the Rome race on Monday (1400hrs-1500hrs), Diriyah early Tuesday (0200hrs-0300hrs), Valencia on Tuesday afternoon (1400hrs-1500hrs) and Monaco on Wednesday (1400hrs-1500hrs).

While early on Monday BT Sport has back-to-back sportscar action, with Asian Le Mans Series highlights from Dubai (0330hrs-0430hrs) followed immediately by the European Le Mans Series from Paul Ricard (0430hrs-0530hrs).

Graham Keillor

LIVE TV

BRITISH TOURING CAR CHAMPIONSHIP SNETTERTON
■ **Races 1, 2 & 3 and supports:** Sunday, 1100hrs-1815hrs, ITV4

INDYCAR DETROIT
■ **Qualifying 1:** Saturday, 1600hrs-1700hrs, Sky Sports F1
■ **Race 1:** Saturday, 1900hrs-2100hrs, Sky Sports F1
■ **Qualifying 2:** Sunday, 1400hrs-1500hrs, Sky Sports F1
■ **Race 2:** Sunday, 1700hrs-2000hrs, Sky Sports F1

NASCAR TEXAS
■ **Race:** Sunday, 2200hrs-0200hrs, Premier Sports 1

LISTINGS

SATURDAY
■ **Oulton Park, Cheshire**
BARC meeting: Britcar, Mighty Minis, Radicals, NW Sports/ Saloons **Starts** racing from 1130hrs (qualifying from 0845hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000 **Advance tickets only**
■ **Castle Combe, Wilts**
MSVR meeting: Trackday Championship, Trackday Trophy, Monoposto, F3 Cup, Ford Focus, Heritage FF1600 **Starts** racing from tba (qualifying from 0830hrs) **Admission** adult £15, under 16 free **Web** castlecombecircuit.co.uk **Advance tickets only**

SATURDAY-SUNDAY
■ **Snetterton, Norfolk**
BTCC meeting: BTCC, F4, Ginetta Junior, Ginetta GT4, Carrera Cup, MINI Challenge **Starts** Saturday, racing from 1325hrs (qualifying from 0905hrs) Sunday, racing from 0925hrs **Admission** adult £32, under 13 free **Web** msv.com **Contact** 0843 453 9000 **Advance tickets only**
■ **Thruxton, Hants**
Thruxton Historic: Historic Touring Cars, Pre '63 GT, Pre-War Sports, Historic Single-Seaters, Alfa Classic Challenge, HRDC Allstars, Jack Sears Trophy, Jaguars, Woodcote/Stirling Moss Trophy **Starts** Saturday, racing from 1310hrs (qualifying from 0915hrs) Sunday, racing from 1225hrs (qualifying from 0855hrs) **Admission** adult £18, under 16 free **Web** thruxtonracing.co.uk **Advance tickets only**
■ **Silverstone, Northants**
MGCC meeting: Mini Seven, Mini

Miglia, MG Trophy, MG Metro, Midget and Sprite, MGCC BCV8, MG Trophy, Cockshoot Cup, Equipe GTS, Equipe Pre '63, Equipe 50s, Equipe Libre, FISCAR Intermarque **Starts** Saturday, racing from 1215hrs (qualifying from 0900hrs) Sunday, racing from 1145hrs (qualifying from 0900hrs) **Admission** £15 **Web** silverstone.co.uk **Advance tickets only**
■ **Donington Park, Leics**
MSVR meeting: Ferrari Challenge, Ferrari Classic **Starts** Saturday, racing from 1250hrs (qualifying from 0905hrs) Sunday, racing from 1015hrs **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000 **Advance tickets only**
■ **Cadwell Park, Lincs**
CSCC meeting: Morgans, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Special Saloon and Modsports, Classic K, New Millennium, Open Series, Turbo Tin Tops **Starts** Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000 **Advance tickets only**

SUNDAY
■ **Mallory Park, Leics**
CMCC meeting: Welsh Sports/ Saloons, 500cc F3, Modern Cars, Classic Cars, Classic Era Challenge, Pre '64 Sports/GT, Super Saloons, Tin Tops, Intermarque Silhouette **Starts:** Racing from 1230hrs (qualifying from 0930hrs) **Admission** adult £15, under 13 free **Web** mallory parkcircuit.com **Contact** 01455 502214 **Advance tickets only**

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Ben Lawrence captured this Brands Hatch drama



Glorious historics, by David Harbey



Ginettas in a spin at Brands, by Gary Hill



Richard Salisbury's British RX photo



Martin Coote at Brands Hatch's GT meet

NEXT WEEK

OUT THURSDAY, JUNE 17

EXCLUSIVE MARTIN SCHANCHE Q&A

The rallycross king answers the MN readers' questions



BTCC HEADS TO THE EAST



Will Turkington hit back as the tin-tops head to Snetterton?

*Correct at time of going to press

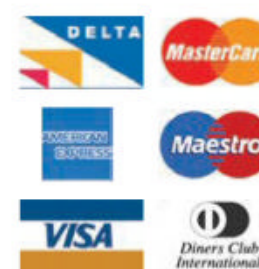
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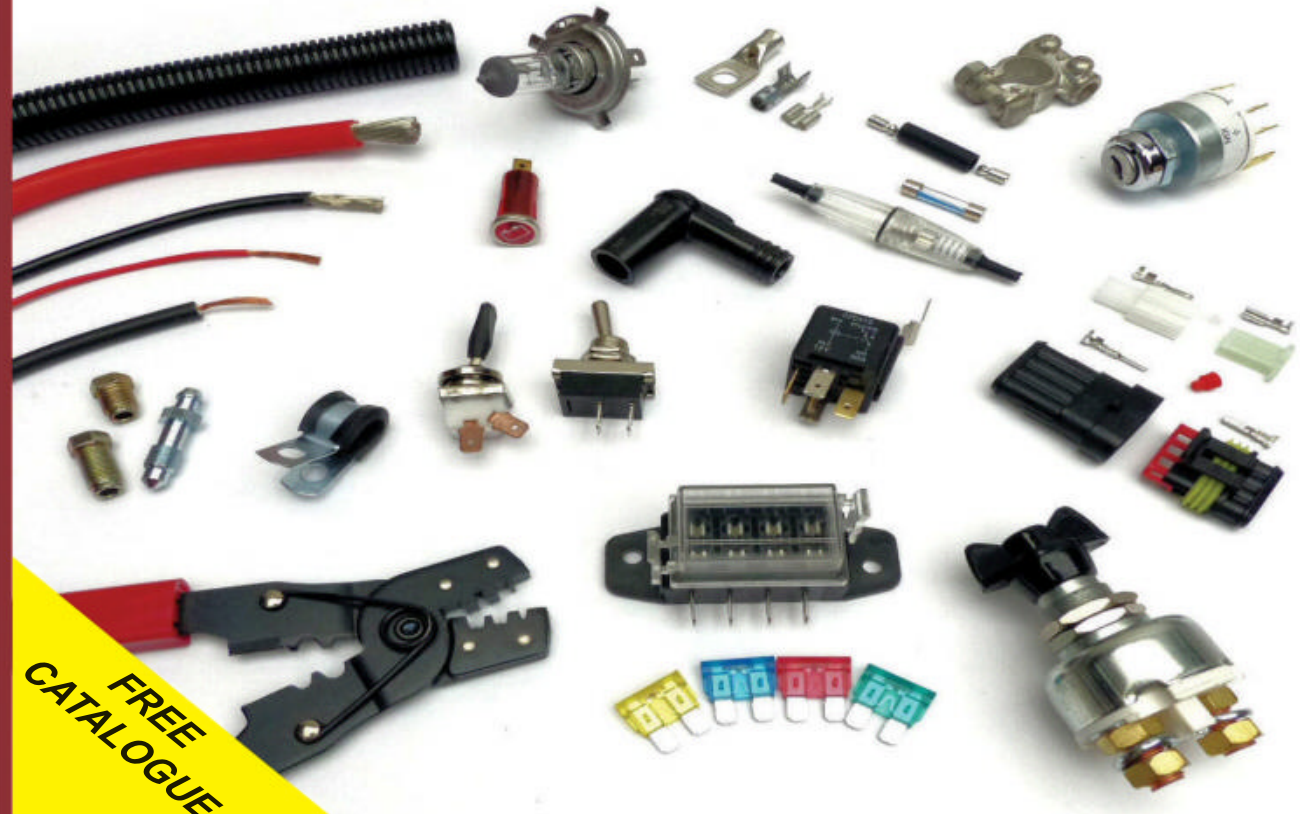
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107306

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1967, 93000 miles, £65,000. A great example of a useable C2 corvette with all of the issues ironed out while being adapted sympathetically for modern roads. Please call 01623 411476, East Midlands.

107914

FERRARI 308



1983, 77000 miles, £72,500. 308 GTS QV. Full ownership and service history from new. Re-Conolised interior 2017. Bare metal respray 2019. G-Tehniq Ceramic coated with 9yr warranty 2019. Electronic ignition. Bespoke leather luggage set. Please call 07767498902, Yorkshire and the Humber.

108233

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POA. Superb original unmolested car. Low mileage, has been in a museum for many years, just been recommissioned ready for the road. Please call 01763262263, South East.

107271

FERRARI MONDIAL



1985, 17000 miles, £43,500. Re-imported from the USA this is a cat-free car. Originally a Euro car sold in Germany and exported to California after just a few months by it's original owner as he relocated there. The service/history/books/literature etc. are all available. Please email dcx2012@yahoo.co.uk, South East.

107469

JAGUAR XJ8



2005, 48000 miles, £18,350. 4.25 Coupe. First registered on 30/12/05. Final Edition bay blue with ivory leather interior. Service history, sold with 12 month's MoT. New front discs and pads. In beautiful condition. Please call 07598 328025, Yorkshire and the Humber.

107420

JAGUAR XK



2012, 10531 miles, £28,000. 5.0 Portfolio Coupe auto. Mint condition. Full Jaguar main dealers service records, all documented (hard copy and electronic Jaguar service). Stratus grey metallic, cream full leather pack. Last service Jaguar car full inspection video showing excellence of this vehicle. Please call 07963 349422, West Midlands.

107729

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1990, 4784 miles, £367,500. 25th anniversary, 5.2L. One of just 57 right hand drive cars. Recently subjected to a full mechanical recommission along with full paint enhancement and 5 year ceramic coating. Please call 01623 411476, East Midlands.

107912

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107744

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107923

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1986, 120538 miles, £3,000. Porsche 944 Lux .Belts and water pump replaced, 4 new tyres, new battery, brakes refurbished, immobiliser fitted, dry garaged for the last 15 years. Please call 07411 509039, Wales.

107859

PORSCHE 968



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107931

SUZUKI SWIFT



2008, 130000 miles, £1,000. Good runner. Good on fuel. 12 pound tax a month. Just gone through MoT. Had new breaks, rear drums, abs pump, mass cylinder and new exhaust, have receipts for work done. 12 months MOT. Please email sharwoolman@yahoo.com, East Midlands.

107383

TOYOTA SUPRA



1987, 52000 miles, £10,000. Head gasket, 20 valves, cambelt, AUX belts, rotor, cap, leads, four shocks, recent wheel refurb, new Pirellis, full service, F+R brakes, battery 2020. Time warp condition. Please call 01254 830992, North West.

107677

TVR GRIFFITH



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107479

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